

# THE ROCKET

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- ¼ Scale Speedway
- R/C Boat Pond – *UNDER REDEVELOPMENT*
- G Scale Garden Railway
- HO Scale Model Railway

**Cover Photo:**

*One of the Outlaws on the run across the Penfield ¼ Scale Speedway.*

*– Ian Jones*

# Editorial

Welcome to 2013 everybody, hopefully this finds you all in good spirits and health. This year has already seen the start of some rather drastic changes at the Club, with the redevelopment of the boat-pond already in full swing. This project also heralds the relocation of the Garden Railway, as well as major landscaping alterations to the area reclaimed from the Pond reduction. Consequently, it is of great importance that as many members attend the Wednesday and Saturday working bees as possible. This will lessen the impact of these projects upon individual sections of the Club, as well as shorten the timeframe in which these projects may be completed. Naturally, the sooner these tasks are done, the sooner we will all go back to everyone being able to enjoy their specific interest in the Club. Remember, this is a two-way street.

Until the next time,

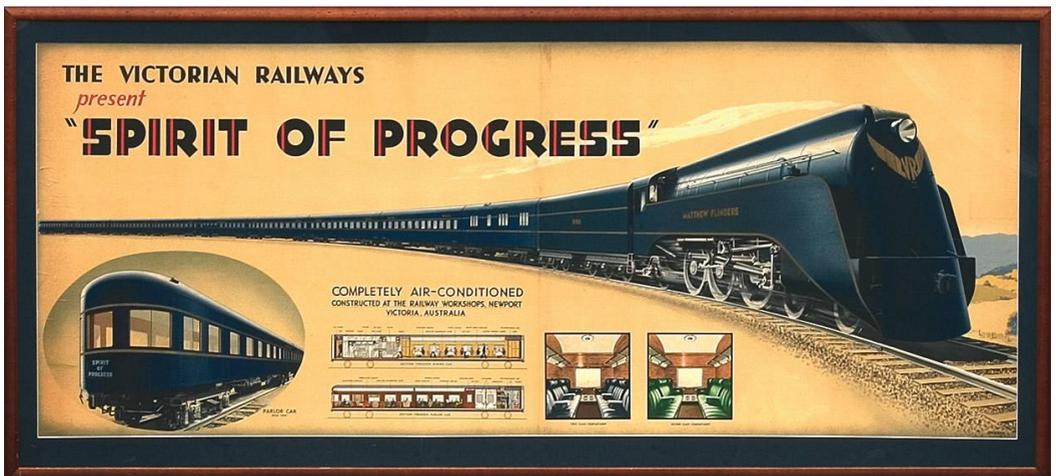
- Ed



***A rare view of ex-South Australian Railways 'T' class 253 outside the protective confines of the National Railway Museum at Port Adelaide - Unknown***

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# **A MAN AND HIS DREAM THE MIKE CARMODY MODEL LOCOMOTIVE PROJECT**

*Ian Jones*

It all started about two years ago, when the club was experiencing difficulties with not having enough trains to cope with the crowds on our open days.

A group of members were sitting in the clubroom, discussing ways of how to overcome this problem.

From memory, a few ideas were brought up and bandied about, with most agreeing that it would be a good idea to purchase or build a club loco. Most thought the idea of purchasing a loco was more than the club could afford at the time. No Loco appeared to be around that would do the job. The main criteria was that it had to be easy to drive, could pull at least four loaded carriages, be reliable and easy to service and maintain.

It then appeared that it might be feasible for a group of members to get together and design and build a loco, we certainly had the skills available to do the job (so we thought!!!).

It was discussed in length as to the best way of doing the build, who would project manage the job and how it could be financed. Finance was the most important issue, as without money it could not proceed. At this stage nothing was



***The Mike Carmody Model Locomotive Project to date – bulldog nose and chassis along with Graeme’s custom-made bogies – Ian Jones***

finalised, but undaunted; we pushed on with the idea.

Many technical aspects were discussed, as to whether to use petrol hydraulic or electric motor drive.

From practical experience Graham Grieger (Barry's Brother) recommended electric motor drive over hydraulic for simplicity using compact gearboxes with the ability to reduce the centre of gravity. The club was approached for funds to finance the project. We were told that very little money was



***A proud Mike with the 18HP Honda motor donated to the project by Club sponsor Spitwater – Ian Jones***

available at that time, as we were heavily committed to hosting the 2012 Convention; but they would look at it at a later date.

During the Convention, a group of us including Mike Carmody, looked at bogies and other items that were on display and discussed if these would be suitable for our project.

At about this time Mike and Barry approached and informed me that Graham (Barry's brother) would be interested in producing some custom made bogies for our project.

They would be similar to

the ones he made for Barry's Locomotive.

At a later date, I was shown a sample of a bogie, consisting of a two axle setup, driven by a pair of 24volt motors.

I was impressed with the bogie side frames, cast in aluminium by Graham that included a lot of scale detail.

The next thing I remember was Mike accosting me at the club, with a plastic bag under his arm. He took me aside and told me he had something to show me. From the bag he produced a very nice HO gauge model locomotive and informed me it was a Santa Fe F7 that he had retained when he sold his HO gauge layout. Obviously this model was something Mike treasured and had not wished to part with. He asked me if I could photograph it and produce a side, top and end view of it. The penny then dropped and I suddenly realized that this was possibly what he had in mind for our locomotive project. This project was perceived as a private venture. The model was then returned along with the printed images and it was left at that.

***Mike's model F7 in the full 'War-bonnet' colour-scheme adopted by Santa Fe for their passenger services – Ian Jones***





***Project member Graeme Grieger along with various items for the bogie assembly – the cast frames (already detailed to a high standard), a wheel, and some of the blanks cut from steel billet – Ian Jones.***

Barry were given a Honda 18.5 hp two stroke vee twin motor to power the train.

I then remember being given eight blank 200mm diameter discs, bandsaw cut from solid billet steel, to machine into a set of wheels. This was accomplished with Erhardt's help on the club lathe.

Quite unperturbed and undaunted Mike then found and showed us some drawings that he had found on the said loco. He informed me that he had talked to Graham and given him the go ahead to start the project. I was then roped into being part of the project, but now on reflection have found it to be very rewarding.

At this stage I am quite sure that Mike had not realized what was ahead of him, but to his credit he plodded on and enlisted (or should I should say conned!!) help from others in the club who had the necessary skills.

I was not sure how much work Graham had committed too, but in due course we were assured by Barry, that the project was advancing at a rapid pace and the bogies and nose section were well under way.

Through contact with Spitwater, (one of our valued sponsors) Mike and

The wheels were given to Barry, promptly delivered to Graham and have now been fitted.

I talked to Graham this week and was informed that the bogies, including the familiar bulldog nose section has now been fitted to the chassis, and the unit is being tested on his track.

I am now confident that “Mike’s Train” as it is now called, should proceed and hopefully be completed in the near future.

The work that Graham has done on this project is truly amazing and without his help, and Mikes persistence on this venture it would not have progressed to this stage.

This Loco still requires a lot of labour and money to finish it.

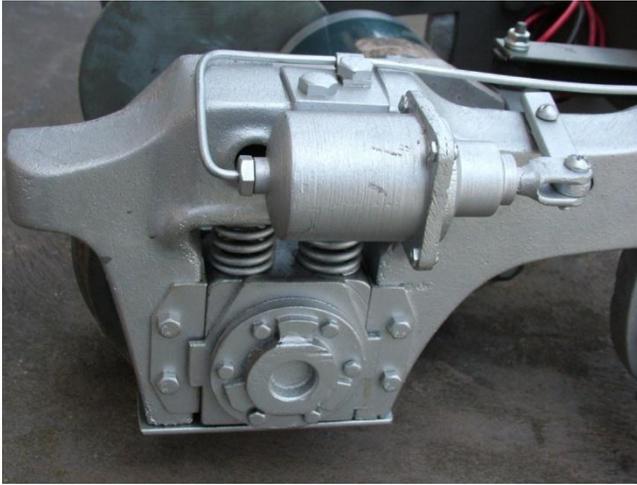
If you would like to get involved in this project and be part of our team, by assisting us financially, or feel you can contribute in other ways, please contact Ian, Barry or Mike.

All members of the team will be able to participate in driving and maintaining this train.

*Article to be continued as work progresses... – Ed.*

***A photograph of one completed bogie in Graeme's backyard. This has set the standard for the rest of the project – Ian Jones***





*A close-up of the detail on one of the bogies – Ian Jones*



*The Mike Carmody Model Locomotive Project Group with one of the bogies, from Left to Right: Mike, Barry, Erhardt, Ian and Graeme. If you wish to be A part of this project, Please contact Ian, Barry or Mike. – Ian Jones*

# YOU'RE DOING WHAT?! SHITBOX RALLY 2013

**Christopher Mackintosh**

Life is often considered a journey. Although often seen in a metaphorical sense, good friend Dane Wilden and I are pursuing this literally by partaking in the annual Cancer Council *Shitbox Rally*. Now in its fourth evolution, the Rally requires participants to drive across outback Australia in a vehicle purchased, prepared and registered for under \$1000. Furthermore, each team must accrue \$4000 in sponsorship in order to leave the starting line, which, for the first time in Rally history, will be situated in Adelaide. This year's route will also take in the beauty of Uluru and Kata Tjuta in Central Australia, before leaving the bitumen for an off-road trek culminating in the arrival of 200 sorely abused motor vehicles in Fremantle.

This adventure of a lifetime attracted the attention of Dane and I for a number of reasons, not the least of which was the dangerous resemblance of the task at hand to a Top Gear challenge. More importantly, however, we recognised that this

was an opportunity to make a real difference for a great cause, a chance to turn the tide of what seems an inevitable aspect of the Australian way of life. This is the foundation upon which the Rally was built, an avenue for privately raising

funds to support not only invaluable research into the prevention and treatment of this disease, but also



***Intrepid explorers Wilden and Mackintosh with their \$650 Shitbox – a Volvo 240 Station-Wagon. Considerably older than both crew-members, this vehicle has already travelled a total of ⅓ of the distance to the moon! – D.Wilden***

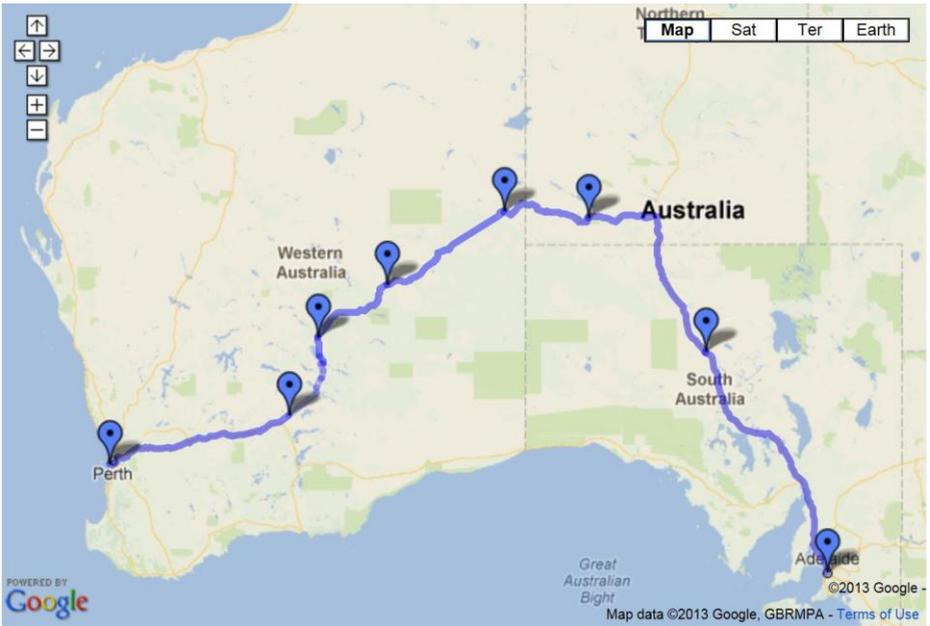


Cancer sufferers and their families. It was this personal aspect of the journey that attracted us to apply for one of the limited team openings well before the release of the final itinerary, with both of our families having endured the suffering of family and friends ranging between the ages of 18 and 82.

The paradigm of these cases would be that of the late Clive Mackintosh, my Grandfather, mentor and friend, as well as a proud member of this Society since its inception. In 2006, at the age of 80, he purchased a near-new 4WD in order to return to his old stamping ground in outback Western Australia in honour of the 50<sup>th</sup> anniversary of the establishment of the Giles Weather-Station at Warakurna. With my family in tow, the first Giles piper returned to not only the inhospitable landscape across which he had driven trucks laden with supplies bound for the meteorological observers predicting the weather for the atomic tests at Maralinga, but what I believe had also been the crucible for his own indomitable spirit. Sadly, Grandpa passed away after a short battle with oesophagus-cancer barely two years after this event. However, his legacy lives on even to this day, with no more evidence required other than a single phrase in the Rally itinerary detailing travel along the torturous Great Central Road from Uluru to a small blip in the Spinifex called Giles.

We would like to share the opportunity to become part of our journey to save lives with the Model Engineering community; an opportunity with which, through your support, donations and sponsorship, we may all stand together in honour of each story and each memory of those around us who once fought or are still fighting.

If you wish to make a donation, please visit [http://fundraise.shitboxrally.com.au/volvo\\_vikings\\_team](http://fundraise.shitboxrally.com.au/volvo_vikings_team) or contact the Editor.



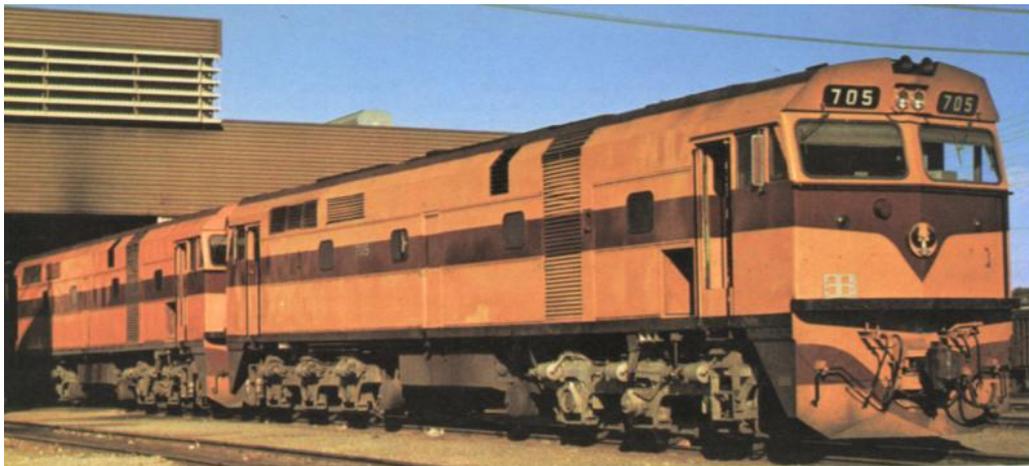
***The route of Shitbox Rally 2013 – Adelaide to Fremantle via Giles (the third stop from Adelaide) and many other unpronounceable desert towns***

***– J. Freeman***

***Postscript:*** We would like to invite as many Club Members as possible to the charity Movie Night to be conducted on the evening of March the 24<sup>th</sup> at the Regal Theatre. Formerly the Chelsea Cinema on Kensington Road, this South Australian icon is opening its doors for an exclusive pre-release screening of 'Hyde Park on the Hudson', a film following the life of American President Franklin Roosevelt. The cost is \$25 per head and \$20 for concession, with all profit being donated to the Cancer Council. We look forward to seeing you there – Ed.



# THE '700' CLASS D/E LOCOMOTIVES OF THE SAR



*A rare colour photograph of South Australian Railways locomotive 705 in the 'Mustard Pot' colour scheme applied to the standard-gauge class members*

*- Unknown*

The South Australian Railways '700' class Diesel Electric locomotives were introduced in the early 1970s to provide mainline diesel power for the modernised locomotive fleet. Constructed to ALCO specification DL 500G, the six class-members were built by A.E. Goodwin in Sydney. The first three engines, numbers 700-702, were delivered to the state equipped with broad-gauge bogies; while the latter locomotives were produced with standard-gauge running gear. The last of these, 705, arrived in March 1972, six months after the class-leader.

Each of the locomotives was transferred to the newly formed Australian National Railways in 1978 following the sale of Premier Don Dunstan's train set. At this juncture, class-leader 700 was renumbered to fall in line with the new engine classification system, becoming 706-L. For a time, the six engines travelled the metals across the South Australian system, also travelling interstate to Broken Hill and Melbourne.

Alas, this state of affairs was not to last, with one class-member being destroyed by fire in 1994.

The remaining five locomotives continued in service, with the broad-gauge examples undergoing regauging along with the Adelaide-Melbourne rail corridor.

The demise of Australian National in 1997 removed the 700 class from the public sector, although as the most powerful locomotives produced for the former South Australian Railways they had not long to wait before finding a new home.

The class are currently under the ownership of Genesee & Wyoming Australia, and continue to travel the length and breadth of the state at the head of trains ranging from interstate container freights to the venerable Angaston 'Stony'.

There are many fine examples of the 700 series in model form, ranging from HO scale to 2", 7 ¼" gauge. The former have been produced in a variety of ways, from scratch-built and kit bodies to ready-to-run locomotives in the latest paint schemes mass-produced by producer Austrains.

There are three known large-scale models of the 700 class in existence; one of which is located at the Diamond Valley Railway in Victoria. Another was constructed by Ron Russell of the Penfield Model Engineers Society, before its purchase by former member Rudi Wilhelm. This locomotive, a master-

***Diesel-Electric 703 at rest in the mid-North prior to repainting. Note the Silverton Tramway 48-class locomotive lurking in the background - Unknown***





*Shortly after being repainted in the standard gauge's 'mustard pot' colour scheme 703 was severely damaged in a bridge subsidence at Crystal Brook and was sent to Islington Workshops for repair. It worked many trial runs on the broad gauge before returning to the standard gauge and on 20/12/75 703 + 955 slogged their way through Long Gully.*



*Twin 700 class worked an ARHS tour train to Woodville photographed by Roger Billett in the Parklands on 19/8/72.*

-piece of large-scale model-making, depicted class-leader 706-L, and served the society for many years prior to its sale.

Finally, there is the Club's own locomotive, number 700, which depicts the class-leader in its SAR days. This engine was built by the late Laurie Bellchambers and served the club for many years, although it is now in need of a major overhaul.

Each model, although departing from scale in some respects, is known for its powerful passenger-moving ability, a tribute to the days when the 700 class worked the Overland to Melbourne.



**Above:** At the head of an ARHS tour into the Barossa Valley class leader 700 approaches the road overbridge at Rowland Flat on 23/2/74.



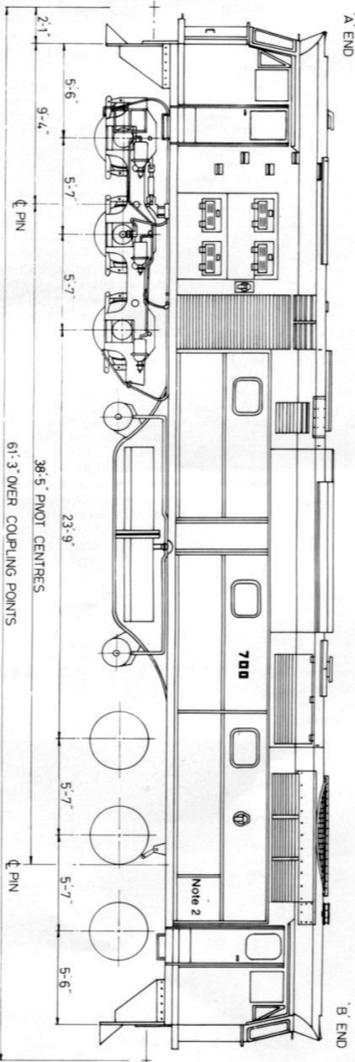
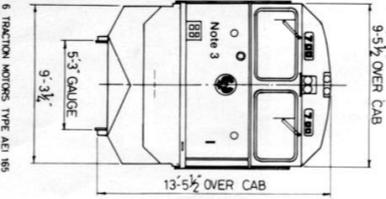
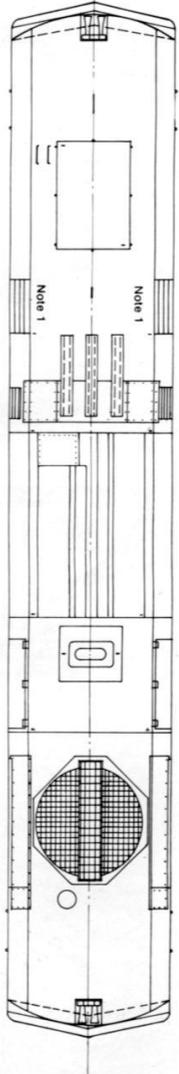
**Above left:** On 31/3/73 a 700 on the Overland was still an unusual sight when Roger Billett photographed 701 + 940 nearing Adelaide.

**Left and below:** Front and side views of 703 whilst on standard ga uge and still in the maroon and silver colour scheme. The two tone weathered maroon mentioned in the text is apparent (Peterborough 3/3/73.)

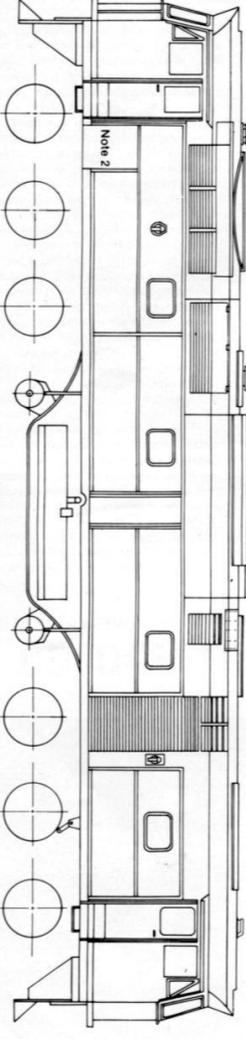


**NOTES**

1. These vents were added to several of the class after their introduction.
2. Staff exchanger equipment fitted to broad gauge locos only.
3. Route indicator panel required for broad gauge only.



- 6 TRACTION MOTORS TYPE AET 185
- GEAR RATIO 63/18
- DC MOTOR 6600 LB TORQUE
- STARTING TORQUE EFFORT 98500 LB
- CONTINUOUS GENERATOR OUTPUT 108 KW (144)
- GENERATOR AET 105301
- BATTERY 284 AMP HOURS (3 HR RATE)
- WATER PUMP MOTOR & GENERATOR 45300 LB
- MOTOR 1000 RPM
- HP FOR TRACTION 2000 AT 1025 RPM
- ALCO 4 STROKE DIESEL ENGINE SERIES 25C,
- 12 CYL, 7 BORE x 10 1/2 STROKE
- 2190 HP @ 1025 RPM
- IDLING SPEED 420 RPM
- HP AT MAIN GENERATOR FOR TRACTION 2000 HP
- BRAKE EQUIPMENT WET HOUSE 281



# DUMMY AUTO COUPLERS

*Karl Hampel*

With the increase of Gondola-type passenger wagons and service vehicles now being used at the Club, the method of coupling and uncoupling cars needed to be addressed.

The increase in the use of the Gondola-type car caused a shortage of automatic couplers, so, to avoid the cost of new couplers, I made one new dummy coupler (that is, one without an operating jaw) and put it to the test. Dummy couplers have been used in prototype practice for years, especially where there was a need to couple vehicles with different types of couplers; for example the Narrow Gauge chopper-type couplings, or, in more recent years, the combination of the Suburban-type 3000/3100 class railcars with the existing 2000/2100 class 'Jumbo' units.

The dummy coupler that I made proved to be a success, so subsequently I made several more. This allowed a dummy to be fitted to one end of a wagon with an automatic-type coupler fitted at the other, releasing an auto-coupler for fitting to a new wagon which is also auto at one end and dummy at the other with no problems coupling or uncoupling.

As our Gondola wagons are designed to one in one direction only, the fitting of dummy couplers to one end only allowed for this coupler arrangement to be employed. Consequently, dummy couplers are fitted only to the B END of all wagons so equipped. Locomotives employed in handling these cars and service wagons will



***One of the dummy-couplers equipped to Mark Hampel's Gondola wagon.***

***– L.Venning***



***Two finished dummy couplers awaiting installation – Lynn Venning***

therefore require working automatic couplers at both ends.

I made the dummy couplers from T rail off-cuts, the only cost being that of the welding rods and the power. They require a little grinding to smooth out the welds, and, all up, it takes me about 3 hours to make one.

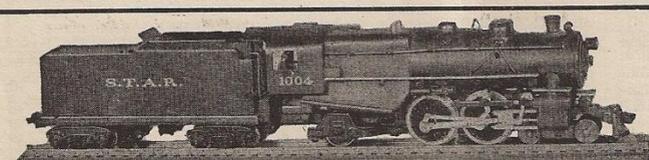
The coupler design follows the current draft-gear used on the cars, and they can easily be changed out. The Club's service wagons are equipped with a short coupler shank as they are not fitted with the over-centering device.

The dummy couplers can, if necessary, be joined together to form a permanent coupling between cars.



***A dummy coupler installed and ready for service on the B end of the Club's guards van. This new addition, finished in green to match Rock Island, is complete with a padded seat and back-rest for the guard's comfort.***

***– Lynn Venning***



**STAR 'OO' ATLANTIC**

- \*Finished Engines—Ready to Run
- \*Painted Assembly Sets—New!
- \*Machined Sets—No Drilling
- \*Casting Sets—With All Supplies
- \*Four Sections—All Sets
- \*Chassis Only—First Section
- \*Instructions—Each Step Pictured
- \*Engineered—Low Prices

**DETAILED CATALOGUE ONE DIME**



Winter is over and the summer racing season has started and so far the racing has been hot. It has been great to see both John Cooper and Christopher Burgess return to the track and Christopher is proving that he has not lost his fine racing skills. It has also been great to see Robert Coombes, Brian O'Shannessy and Brian Banfield all from interstate running at Penfield and giving our guys some extra competition.

New members are always welcome to the Speedway and we welcome Shane Hannigan who is racing in the Dirt Modified class and is doing quite well too.

I have not been attending over the winter period due to the distance I have to now travel to Penfield and it should be mentioned that the efforts from Peter Henley, Paul Cain, Trevor Hall and others in track preparation etc are much appreciated. If it wasn't for these guys our meetings would just not happen.

We are still aiming to purchase a lap timing system but progress is very slow in raising the funds. Many thanks to the few that have donated recently and may be with another fund raiser or two it might happen sooner



rather than later.

The Penfield ¼ Scale web site has been running for some time now and has received plenty of positive feedback which is greatly appreciated. I now have also set up a public forum which is linked to the website for members to use. Michael Fyffe's return to the Speedcar class has been brief as he is now scaling back his collection of race cars so he can pursue racing the real thing in full size Wingless Sprints. Hope he doesn't race the Wingless Sprint as he does his model cars!! All jokes aside, he should do very well and we wish him all the best.

From the guys at the Speedway we wish all a safe and Happy New Year.

**Editor's Note:** *I would like to personally thank Grant for his contribution to the Rocket. Sadly, it just missed the deadline for the last issue; however I am pleased to reproduce it here. Please keep up the good work! The current Championship Results are reproduced below – once again this is limited to the top three title-contenders for each category. .*

#### **Speedcars:**

No.	Driver	Points
5	Grant Muller	543
2	Peter Henley	524
19	Terry Rayner	415

#### **Dirt Modified:**

No.	Driver	Points
64	Michael Fyffe	348
9	Brian Taylor	346
27	Brian Meade	317

#### **Sprintcars:**

No.	Driver	Points
2	Peter Henley	557
7	Kim Foreman	337
92	Robert Coombes	300

#### **Late Models/Outlaw:**

No.	Driver	Points
24	Mark Whitehead	500
21	Terry Rayner	439
63	Colin Kane	109

# *SA State Title Outlaw National Results*

A photograph of a dirt car, likely a sprintcar, on a dirt track. The car is viewed from a high angle, showing its chassis, wheels, and suspension. The track surface is reddish-brown dirt.

***The South Australian State Title Round was held on the 9<sup>th</sup> of February at the Penfield Park ¼ Scale Speedway. The results were as follows:***

## **Sprintcars:**

1. Robert Coombes
2. Brian O'Shannessey
3. Peter Henley

## **Speedcars:**

1. Christopher Burgess
2. Grant Muller
3. Isaac Shevchenko

## **Dirt Modifieds:**

1. Brenton Meade
2. Peter Henley
3. Brian Taylor

***The Outlaw National Title Round was conducted at Penfield on the 10<sup>th</sup> of February. The results were as follows:***

## **Sprintcars:**

1. Robert Coombes
2. Paul Cain
3. Peter Henley

**Speedcars:**

1. Peter Henley
2. Grant Muller
3. Christopher Burgess

**Dirt Modifieds:**

1. Brenton Meade
2. Shane Hannigan
3. Josh Trudgeon

## *The Scarlet Manuka*

Welcome one and all to the New Year! It is good to see you all back in predominantly good health – long may this continue!

Things have been quiet over the holiday season, and your editor has not made as many gaffs as usual. However, someone was heard to remark that that photograph of Michael Wilhelm in the last issue had an incorrect caption. Clearly that ginger-nut suffers from great short-sightedness, for the boat held in Michael's hands is clearly not a tug, rather a very nice trawler.

Everyone has been very busy lately with the big projects around the club, however it seems that some people have still not had enough. Whispers are now being developed about the extension of the large-scale track in the back paddock. As for the 3.5" elevated track? Well, that was suggested to be well out the back somewhere, buried between those 5'3" lines somewhere. Any interested parties, I heard, were welcome to start digging between them. Perhaps those comments came from one who would prefer all smaller gauge members should be buried by the Angaston 'Stony'?

It was great to see Rock Island return to service at our club, however, I do question the sanity of those who drive with their knees up by their head. Very strange...



Well all the talk within the group and the rest of the club certainly revolves around our plan to move to the new “recreation area”, there seems to be a lot of rumours around so I think it is time to dispel a few:-

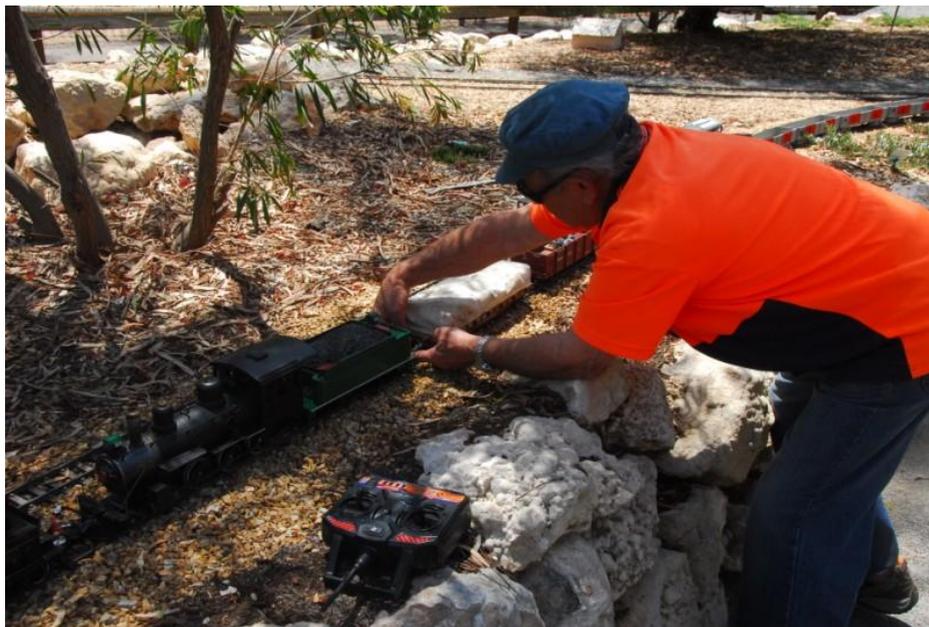
- We are keen to move locations.
- We are not requesting a move to enlarge the railway, the railway will be re-laid in much the same form as it is now, with only a small increase in the amount of track we will have.
- Yes, the main reason is the noise from the neighbouring car guys, well their cars at least! I and others don't begrudge their love for what they do but it is a case that if you don't like what they do it can become unbearable, a bit like having a neighbour that plays loud music that is not to your taste.
- We love our railway but it is a maintenance head ache with the tree dropping copious amounts of bark, branches and leaves which require quite an extensive clean up before every run day (or night).
- Unfortunately the form ply base we have laid our track on is deteriorating rapidly with a lot of ply areas delaminating, even if we don't move we will have a lot of rebuilding ahead of us.

The railway as it is has grown a bit like topsy (do you ever wonder what these sayings mean?), it is quite manageable and workable but the junction area at the front is a problem, we have had many “incidents” in this section, so we

hope the new railway design, although as I said it will be in the same form, we hope it will be improved, some key features are:-

- It will be very much improved for any live steamer running with clear access around the inside of the mainline loops for quick and easy access to all areas in case of troubles, some live steamers can only be manually controlled so total access is a must.
- The whole railway will be built to a constant table top height to make it easier on our aging backs.
- The main yards will be double end loops so members will only have to drive in and stable or drive straight out, no more worrying about traversing the troublesome junction crossovers with the inherent danger of collisions with other drivers who may have become distracted (often happens when members of the public show some interest in our trains).
- The branch line will now run around the outside of the mainline at a workable height, no more bending down to uncouple at ground level or throw a point.
- The style of the railway will be vastly different and I hope more pleasing to the public eye with some unique scenic features that will make the railway blend in its new environment very nicely.

I had drawn a concept plan to show members at the Feb Open Day, I also made up a quick 1:87 architectural model of the proposed railway to show the committee, some members have seen it and all are welcome to view it, I hope to have it finished by the time you read this newsletter. Some members have discussed it and made some good suggestions, John Halls wife has made a very good suggestion for a venue for her EggLiners and other small engines etc to run, this will involve a bit more work building a 4 metre diameter planter box within our railway, but it gives us a good location to grow some plants etc to break up what would be a large open area, a track will be laid around this planter box for the smaller trains or those that don't wish to mix it with the big boys on the mainline. This can also benefit our annual garden rail group mini convention with another track for trains to run on, there is a



***Ron adjusting a coupling in the garden – soon to be a sight of yesteryear as he shifts modelling interests into Tamiya 1:14 trucks – Ian Jones***

small '0' gauge community out there looking for a venue so the planter box loop could have a '0' gauge loop as well, please bear in mind that this work that can happen down the track (pun intended), our priority will be to get the earthworks done and our mainline relocated, that is IF we move.

In the mean time, trains are a'changing out there, Ron had decided to reduce his roster recently, and this had us all worried about why? But do not fear, he still has an intense modelling interest, although now it is for trucks! Some of his trains went to worthy homes to raise funds to buy some excellent Tamiya R/C trucks; these aren't any ordinary model trucks, they are 1:14 scale absolute works of art, they have to be completely assembled from a big box of bits, but they make up into a very realistic model truck, with good photography you would struggle to pick it from the real thing. They go forward and reverse (and beep in reverse) they steer, lights work and the sound cards are amazing, check out the Tamiya web site for further mouth watering stuff, plus check out the 6 wheel drive truck that one modeller has

built up on that page as well. We may have to build a road way for Ron to run his trucks on, another aspect that can make our club unique. Oh and the worthy homes? Peter Hoyer and Bernie Williams have bought the trains from Ron so they have stayed in the club.

The H0 railway has been a neglected aspect of the club for a while now with very little work being done apart from some point motors and other small unnoticeable changes. Some of you may have seen us removing a few metres of mainline track recently, all our track had been laid with extreme camber on the curves, the excess camber has always been a problem with some of our trains, especially the double stack container trains that Andy now runs, over the years the curves have slowly been lifted and relaid with no camber. I recently put some concertina's on the SAR steel cars (passenger car) that I am building, to my great disappointment they bind on the remaining cambered corners and derail, that was it, the camber was going. So we soaked the glued and ballasted track up, and relaid this latest troublesome section, the project went quite well and with a couple of run days under our belt and no troubles so far I can confidently say we have the problem licked, ballasting will start soon. We have one more curve to do and the mainline will be complete.



***Denver & Rio Grande Western 453 running light with its caboose – Ian Jones***

For some time now I have had a set of working wig wags to install on the railway, I started on that installation recently but that is another project that has become bigger than Ben Hurr, the mechanism for the wig wags mounts under the layout, unfortunately there is too much structural timber in the area where the level crossing is, so I have had to move the road slightly to get it into a spot where the wig wags can be fitted, so what you will end up seeing is the old dirt road blocked off and replaced by a new bitumised road running straight up the hill. The farmer wasn't happy about the forced acquisition of some of his property, but it was only good for goats anyway!

Hopefully more work will follow on the railway, there is enough funds in our donation tin to purchase a couple more point motors to fit to our main line points, so that should happen soon. We still would like to make the transition to DCC control, I have recently purchased a Roco DCC set for my home railway so I will have to start chipping my own loco's, that will be another step towards running DCC at the club, the other members will have to do the same as we won't be able to mix analogue and DCC control on the same railway. A fellow modeller has shown me a neat way of making 'soft rocks', sounds crazy but is true, the canyon area will have these rocks so when anybody has to access the river bed for a derailment or work we won't destroy the scenery which is what is happening with the plaster based scenery we have at the moment, the scenery will just reform its shape.

***Club Locomotive  
'Rock Island' at its  
handing-over  
ceremony on  
December 8<sup>th</sup> 2012 –  
Lynn Venning***





The redevelopment of the boat pond has progressed quickly over the summer months. Already, the pond is full of fill, excepting the area left aside for the new boating area. With solid work by members at the upcoming working bees, the pond will be ready to use within the next three months or so. Plans are already afoot for the redeveloped area, including the removal of earth from the sunken service-pit alongside the pond. This will be of great assistance to those amongst the Club whose backs are not quite what they used to be, facilitating the placement and removal of boats on or from the water at waist height.



***The Boat Pond sinking beneath the delivered fill – January 27<sup>th</sup> 2013***

A safety fence is to be installed overhanging the tightest corner of the new pond to prevent boats from leaving the water and skewering members of the general public, or, alternatively, any members of the garden-rail fraternity. Furthermore, with the redevelopment of the pond, these new neighbours will not suffer from the detrimental noise of the whipper-snipper boats – the ponds reduction in size is prohibitive to the operation of this type of craft. Consequently, the new focus amongst the racing group will be brushless

electric motors, which can achieve very high speeds, but reduce the size of the boat considerably. This results in tighter turning circles.

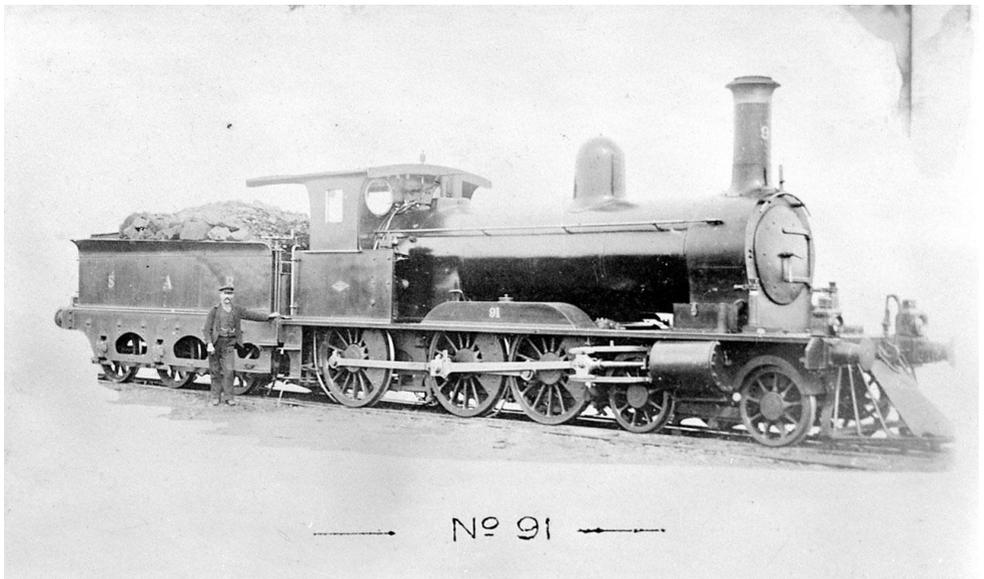
Finally, it is a pleasure to welcome Ian back on deck after a period of illness. In spite of his involvement with the large-scale trains, it is hoped that he will be seen on the water sometime soon.

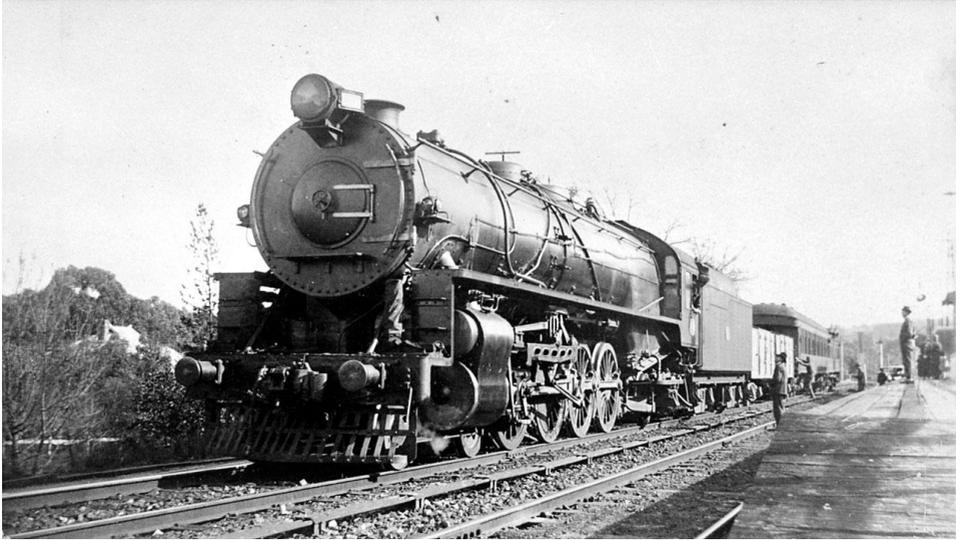


*The resized Boat Pond, the remainder of which has been completely filled and levelled by the Club's tractors – 20<sup>th</sup> February 2013*

*SAR 'R' class number 91 prior to conversion to class 'Rx'*

*– Lionel Kingsgate Collection*





*An unknown '500' class locomotive with a test train circa 1926*

*– Lionel Kingsgate Collection*

*Mile End loco in the late 1920s as one of Commissioner Webb's new locomotives quenches its thirst at the water column – Unknown*



## News Desk

Things are progressing quickly at the Club as we enter the New Year. **Rock Island** has been successfully returned to service, and has proved invaluable over the summer months – particularly at the two Twilight Runs that both exceeded the usual gate takings on Open Days. ‘The Rock’ has been joined in Club service by a guards van and a ballast-wagon, all of which will now benefit from the new 7 ¼” line to the yard from the mainline. This feature has superseded the need to reverse these trains into the yard from the mainline, a time-consuming exercise particularly in the middle of an Open Day.

Maintenance continues on the **pedestrian overbridge** that brings the public into our site, with many support braces being added as a stop-gap measure prior to the commencement of a major **rebuilding program**.

The **redevelopment of the Boat Pond** is taking much less time than anticipated, thanks to the swift delivery of many tonnes of clean fill. The final pond has been constructed, with the remaining space to be occupied by a picnic area and the Garden Railway. The liner for the new pond is yet to be acquired, as are all the landscaping materials required to rejuvenate the current dustbowl. The possibility of having additional topsoil delivered is currently under investigation, which will make the replanting of the area easier. Furthermore, additional soil is to be used to create scenic breaks to prevent the completed area from resembling a billiard table.

Meanwhile, after this work had begun, the **Penfield Sporting Association** succeeded in negotiating a 300% **decrease in the cost of the recycled water** provided to our site by the City of Salisbury. This means we are now paying 75c per Kilolitre.

The March Open Day has been cancelled due to a clash with Easter and the 57<sup>th</sup> **AALS Convention**, which 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. Don't forget, 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.

Finally, we will be conducting a **Club Movie Night** on **Sunday March the 24th**, which is in support of member Chris Mackintosh's entry into the 2013 Cancer Council *Shitbox Rally*. The film is entitled *Hyde Park on the Hudson*, and follows the life of American President Franklin D Roosevelt. For those of you who were not aware, FDR (played by Bill Murray) suffered from Polio as a child, which is heavily entrenched in the fabric of the film. For this reason, many favourable parallels have been drawn with the critically acclaimed film *The King's Speech*. This is an exclusive **pre-release** screening that has been secured with the Regal Theatre (formerly the Chelsea Cinema on Kensington Rd), with doors opening at 5pm. It is hoped that there will be live entertainment and refreshment provided on the evening, with the film commencing at 6o'clock. Prices are \$25 for Adults and \$20 for Concession, with all family and friends welcome. Members of kindred societies are also welcome to attend. All profit made by Chris and his rally partner is to be donated to the Cancer Council of Australia. Please make a note of this event in your diaries; it is not to be missed.



## Maintenance

Karl and company have been exceptionally busy over the summer months, with work ranging from the major pond-redevelopment and pedestrian overbridge projects to the re-ballasting of the track and the construction of new wagons. As detailed elsewhere, dummy couplers have been constructed and fitted to several wagons around the club, including to the new guards van in the Club's possession. The auto-coupler used with this vehicle is, in fact, the property of Gerry Dowling and has been marked GD. Please do not remove this coupler from the vehicle.

The cant on sections of the large loop has been restored with the assistance of a purpose-built ballast-wagon. Although typically pulled by the Club's quad-bike, this truck does make life a lot easier to move the material around and can be filled easily with one bucket of the front-end loader.

Club locomotive 700 derailed on the transfer track upon its return from the workshop for a bogie overhaul. The resultant fall to the ground has badly damaged the locomotive, which will have to be repaired and rebuilt as time and money permits. This leaves the Club with Rock Island in service, which is in A1 condition thanks to its recent overhaul.

Finally, although much progress has been made with the pedestrian overbridge refurbishment, this is still an ongoing major project. Assistance is requested from all able-bodied Club members to continue this work so that the Club may continue to open to the Public. There will be a compulsory **Club Working Bee** to address this and the Boat Pond redevelopment on **April 13<sup>th</sup>**.

## Coming Events:

### March:

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

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

24/03 – **Club Movie Night:** To be held at the Regal Theatre (formerly the Chelsea Cinema) on Kensington Rd. This event is to be held in support of Chris Mackintosh's entry into the 2013 Cancer Council *Shitbox Rally*.

29/03 – **AALS Convention, Day 1:** To be held at the Warner grounds of the Queensland Society of Model and Experimental Engineers.

30/03 – **AALS Convention, Day 2:** To be held at the Warner grounds of the Queensland Society of Model and Experimental Engineers.

31/03 – **AALS Convention, Day 3:** To be held at the Warner grounds of the Queensland Society of Model and Experimental Engineers.

### April:

01/04 – **AALS Convention, Day 3:** To be held at the Warner grounds of the Queensland Society of Model and Experimental Engineers.

13/04 – **Club Working Bee:** A compulsory day of work for all Club members necessary to advance major works around the Club.

– **Twilight Run:** Gates Open 6pm

17/04 – **General Meeting** – 7.30pm start

28/04 – **Open Day:** Gates Open 12pm – 4.30pm

## May:

15/05 – **General Meeting:** 7.30pm start

26/05 – **Open Day:** Gates Open 12pm – 4.30pm

## June:

19/06 – **General Meeting:** 7.30pm start

30/06 – **Open Day:** Gates Open 12pm – 4.30pm



*SAR 'Big Mikado' 728 departing the Adelaide Railway Station*

*– Lionel Kingsgate Collection*

***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**  
**CLUB WORKING-BEE APRIL 13**