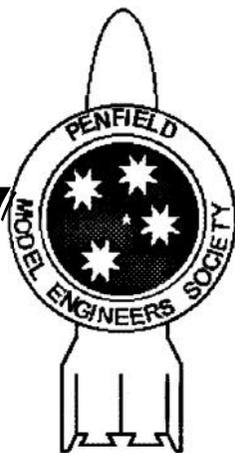


THE ROCKET



November 2016

Volume 38 Issue 5



The club lost one of its more unique characters. Ted Crawford passed away aged 91. He will be missed and not forgotten.

The **ROCKET** is the official journal of the Penfield Model Engineers Society Inc. The views or opinions of Authors of contributions to this magazine are not necessarily those of the Office Bearers, Committee Members or Members of this Society.

ALL CORRESPONDENCE SHOULD BE FORWARDED TO:

The Secretary, Penfield Model Engineers Society Inc.,

P.O. Box 792, SALISBURY S.A. 5108

President: Ray Hall

Vice President: Peter Henley

Secretary: Gerry Dowling

Treasurer: Lynn Venning

Editor: Michael Wilhelm beingthere@adam.com.au

Inside this issue:

| | |
|---------------------|----|
| Spot the difference | 3 |
| Track Report | 4 |
| The gallery | 9 |
| Colour in | 14 |
| Wanted and For sale | 15 |

Editors Note

Only a limited number of copies of the rocket are printed, usually 15 copies.

So when you are done reading the rocket, can you please return it, so some one else can have a read.

Thanks.

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

Thanks, Michael

Track Report



PER-WAY REPORT FOR THE MONTH OF SEPTEMBER 2016

To Secretary P.M.E.

SATURDAY 3rd Nice day 16 degs.

Oiled all fishplates, Simon straightened up the push button post in the train yard, he also removed some soil from cable trench at Howdy Doody Junction.

I got David to connect up wiring to signal bases A 3 and A 6 these to signals are permanently fixed to their bases.

Peter and his workers dug out the road bed from the level crossing to signal AT 2 at ' T ' Junction.

Mark connected the plastic sleeper track panel to the level crossing track by fishplates.

ROLLING STOCK.

Ron mig welded the seat frames to the new truck, now requires painting.

M.D.H.4 Loco fuel leak repaired , returned loco to container.

WEDNESDAY 7th Nice day 18 degs.

Made up one length of ' T ' rail.

Peter dug hole for placement of a post adjacent to the Head Shunt Tracks, this will be fitted with air and a water supply.

Fitted all I.J.s to tracks at Hoody Doody Junction where required with bond wires, Allan and David helped.

Checked new wagon for correct coupler height.

SATURDAY 10th Nice day 17 degs.

Asked David to remove Signal A 1 base cover so I can fit a cable gland to it.

Fitted a 2mm thick cover plate to switch No 14 as the original plate was sheet metal and badly bent.

Using drilling jig drilled holes in the plastic sleepers that Mark had nailed gunned together.

Two lengths of ' T ' rail made up and one plastic sleeper track panel, this was transported to ' Y ' Junction.

Simon and Grant deepened the cable trench at Hoody Doody Junction.

WEDNESDAY 14th Very wet day 13 degs.

Did not attend due to the weather.

SATURDAY 17th Nice day 16 degs.

Fitted relay box to post at Howdy Doody Junction, tried out new type switch motor[24 volt Linear motor] using 12 volt and a battery, seemed to work well, I am trying out this type of motor as air is not available.

Replaced cover plate on switch No 1 with a 2mm thick one Replaced signal base cover plate, re-connected wiring and tested O.K. David did this work.

Paul made the give way sign for ' T ' Junction and will be put in place when tracks are coupled up.

Grant cut and fitted seats to new passenger wagon.

WEDNESDAY 21st cool day 14 degs.

Removed signal A 3 base cover plate so I can fit a cable gland.

Fitted cable channel to Relay Box at Howdy Doody Junction.

Made up three lengths of ' T ' rail two from new rail one from refurbished rail. This made up one plastic sleeper track

Panel.

SATURDAY 24th Nice day 19 degs.

David refitted signal cover plate and re-wired it.

Transported the plastic track panel to ' T ' Junction and put it in place connecting up using fishplates.

The steel sleeper ties on the level crossing were cut together with some ties on the Main Line leading to the tunnel in

readiness for track signalling, Mark did this work. Simon using the blower cleaned leaves from switches, I used the Track

broom and swept the whole main running tracks.

David checked all signals and switches for the Sunday Run day.

SUNDAY 25th Nice day 16 degs.

Public Run Day 89 train movements recorded.

No problems with signal A L L 1 .

Approach track problems at Skeeter Junction with signal A S 1. would not clear, my fault, I failed to fit a bond wire to an E.J.

WEDNESDAY 28th Cool day very wet 15 degs.

Cleaned all drains, removed switch motor No 14 and placed on a sleeper to clear a rise in water level as the weather forecast was heavy rain.

Cut up old rail to make track side signs, tidy up workshop, due to rain went home early.

K.W.L. HAMPEL.

TRACK MANAGER



Above is the new track that will be connected to the existing line in December.

Below is the signal gantry for the tracks leading to the tunnel, being moved into position with the help of, work for the dole volunteers.





Above is a picture of Alan, 'he's the one with the white hat', seen here in this relatively rare photograph, standing.

Below is Alan in his natural state, displaying his unique ability to shy away from the camera by looking busy as others look on.



The Gallery



Len, the man who hates trains, made the fatal mistake of turning his back on the S.A.R. 930 and never saw it coming.

The S.A.R. 930 had the perfect alibi.



For meritorious service to the Penfield Sporting Association, Ray was awarded "Life Membership" of the PSA. In particular was his work in securing the lease for the area.

Lynn....



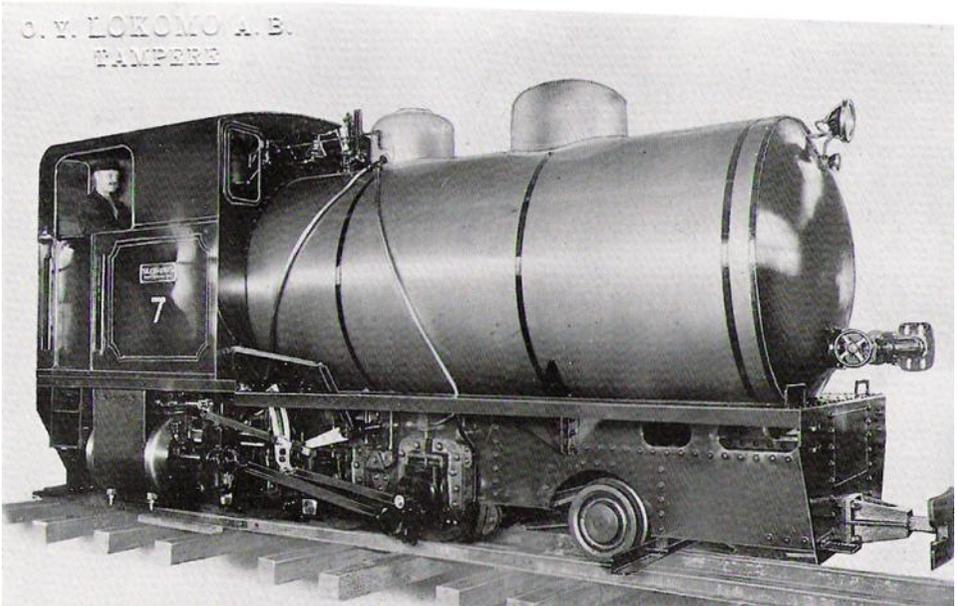
Picture it, Saturday the 15th of October.



A quiet Saturday at the club. Mike, Dennis (with the two finger salute) and Papa Smurf, supervising Grant, (his name has been changed to protect the innocent), whilst painting a new club gondola wagon.

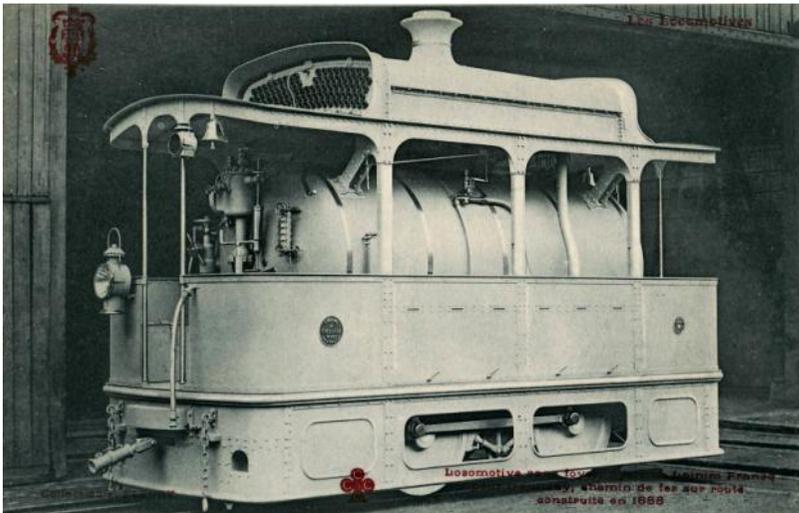


Grant (as mentioned before, its not his real name) was amazed to find out that it was necessary to have the compressor running in order for the spray gun to work! Lynn....



Finnish fireless locomotive showing typical configuration. Note the fitting at the front of the tank for refilling.

https://en.wikipedia.org/wiki/Fireless_locomotive



Lamm & Francq fireless tram engine, 1888

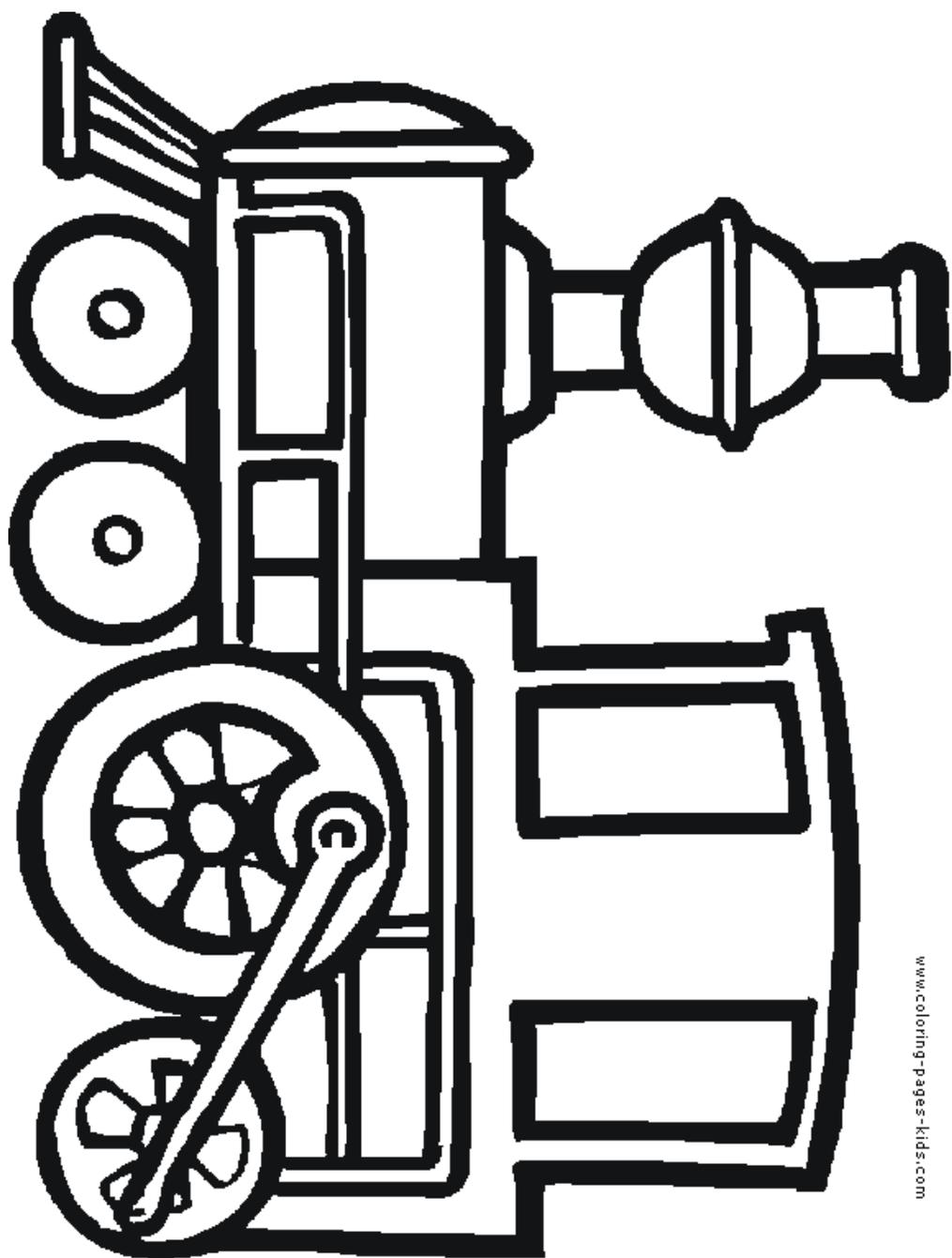
https://en.wikipedia.org/wiki/Fireless_locomotive



A 0-4-0 on display at the Arizona Railway Museum. Taken by Jot Powers, 5/2005.

The accompanying card reads: Homestake Mining Locomotive, Fireless, 0-4-0 wheel arrangement. Built by the Porter Locomotive Company in 1923 as serial number 3290. Powered by compressed air for use in mine shafts, the locomotive weights 10,000 pounds on 23 inch drivers with a tractive effort of 18,600 pounds. The boiler pressure is 1000 p.s.i of air with 6 x 10 inch cylinders. The locomotive was retired in August of 1985 and donated by Homestake Mining Company to the Museum. This locomotive was on display at the Mesa Museum of the Southwest from 1987 to 1997. It returned to Chandler on June 25, 1997.

https://en.wikipedia.org/wiki/Fireless_locomotive



Wanted and For Sale

Do you have something for sale or need?

Place your Ad in the Rocket.

If you sell something that you advertised in the Rocket,

Make a small donation to the club.

How much is up to you.

Email the Ad to me, and remember that pictures take up a lot of space so make it one good one.

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.

We need more members to help out at the school holiday run days. Every Wednesday of the school holidays.

www.pmes.org.au



www.facebook.com/ThePenfieldPark#