

The Rocket

September
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PENFIELD MODEL ENGINEERS

PLACEMENT OF NEW SWITCH AND SWITCH STAND.

TRAIN NOTICE NO 8 - 17.

As from SUNDAY 27th AUGUST 2017 the following will apply.

A new SWITCH together with a Switch Stand will be in operation on the Container Track this switch will control movements from the Container track to the tracks leading to the Container via this Turnout, the straight through setting of this switch will lead to the new section of track which will in the near future become the proposed new Loop Line.

This straight section of track at the moment extends for a distance of approx 24 m, it will extend as money becomes available and will finally connect with the current Loop Line By Pass track at Skeeter Junct.

The SWITCH STAND is fitted with the standard target signals [RED and GREEN] as indicated on page 17 of the P.M.E operating rules.

Note:

This switch is fitted with heelless point blades and cannot be trailed, the switch must be manually set for the route required.

K.W.L. HAMPEL
TRACK MANAGER



Senior citizens work program, doing the jobs you hate. Another P.M.E.S success story. Contact the Secretary for more information.



Karl, Mark and David helped, working hard to get the track ready for the September open day.

PENFIELD MODEL ENGINEERS
ROCK ISLAND LOCOMOTIVE REFURBISHMENT

A and B bogie refurbishment

A and B END bogies received new wheels of 184mm diam and parallel tyre treads, flange measurements are in accordance with AALS wheel standards including the 170 mm back \ back .

A END braking system is the original mechanical equalized on the four wheels, the application is by means of a hand brake lever in the Cab.

Air brakes have been fitted to B END bogie, a 30mm diam air piston is slung under the bogie bolster and is connected to two brake spreaders attached to the cylinder, the cylinder is free floating being supported by the spreaders.

The spreaders are supported by hangers at each end which are fitted to pivots on the bogie side frame, the end of the spreaders have 8mm diam pins which have a shoulder at one end and are lock tight into the ends of the spreaders, these pins carry the brake shoes and support the spreaders also a small spring is fitted between the pin shoulder , brake block and hanger this force allows the block to freely move but retains the block in the non friction position when the brakes are released so preventing undue wear on the block, piston travel when new is about 3mm .

The brake cylinder is connected to the train brake pipe by a 6mm nylon pressure tube, a brake pipe pressure of 40 lbs is set by a pressure regulator and is controlled by the train self lapping brake valve.

The brake blocks were laser cut and measure 16mm thick by 70mm long and 32mm deep.

New single coil springs replace the original dual coil springs on the bogie equalizing beams.

Two U shaped Guards are bolted to the bolster and pass under the brake cylinder to prevent damage to cylinder in the event of a derailment.

New felt oil pads are located in the axle box journals providing sound lubrication to bearings.

Automatic couplers have been fitted to A and B ends together with Main reservoir and Brake pipe quick release connections.

The cow catcher and shunter steps have been repaired and replaced.

All under gear painted silver.

ENGINE RE-BUILD

Dismantle engine in frame.

Check bore size and crankshaft bearing sizes , clean engine and parts.

Hone bores, order standard rings and 10 thou oversize bearings.

Dismantle cylinder head, clean carbon from ports and around valves.

Obtain all new gaskets to suit.

Re-assemble exhaust system.

Lap valves in and re-assemble engine with new bearings and piston rings, re-fit cylinder head, fit new spark plugs and new oil install new battery and terminals.

Fit new ignition switch.

Start and test run engine, fine tune.

Loco taken for a test run and worked fine.

Peter carried out this engine rebuild.

K W L HAMPEL



SPOT THE DIFFERENCE

All Correspondence should be forwarded to:

the Secretary, Penfield Model Engineers Society Inc.,
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President: Lynn Venning
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Heart attack symptoms

Dial triple zero (000) immediately if you suspect that you or someone you know is having a heart attack.

If calling triple zero (000) does not work on your mobile phone, try 112.

Symptoms include:

- chest pain – usually located in the centre of your chest and can feel like a sensation of pressure, tightness or squeezing
- pain in other parts of the body – it can feel as if the pain is travelling from your chest to your arms (usually the left arm is affected, but it can affect both arms), jaw, neck, back, shoulders and abdomen
- shortness of breath
- feeling sick
- being sick
- an overwhelming sense of anxiety (similar to having a panic attack)
- feeling light-headed or dizzy
- breaking out in a cold sweat.