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The South Australia Society of  
Model & Experimental Engineers Inc.**  
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(This bulletin is issued for information only}

**EDITORIAL.**

This Bulletin's cover has past members Jack Davey and Graham Brown discussing Graham's fully working pipe organ.

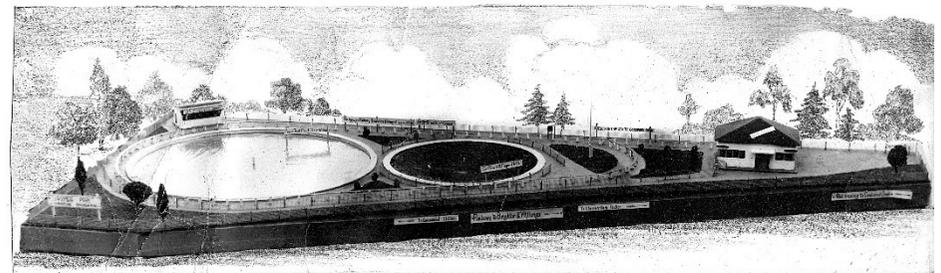
**Communication.**

This is a bumper edition. Because there is so much to write about it is longer than usual. The President's annual report given at the AGM is included in full. Bryan sums up the year's highs and lows (of which there are many) very well.

Thanks for articles for the Bulletin, but don't hold back. They will get published. With current ever-changing conditions that are affecting the running of SASMEE, much more space than usual has been devoted to administrative issues.

**History**

We have started compiling a history of SASMEE and it is already unearthing some interesting things. Below is a photo of a model of SASMEE Park in its earliest configuration. The picture is not particularly clear, so the light circle is the boat pond, the dark circle a car race track. Club house on the right and raised track (2.5", 3.5" and 5") going around the boat pond and car track. The model shows the full extent of land ceded to SASMEE at that time. This would have been about 1946 to 1948, some twenty years after SASMEE was formed.



Since then, the park has been expanded to the left to include the 71/4" and 5' tracks, stations and carriage sheds. It has also been expanded on both sides by a couple of metres, to accommodate the access road and 71/4" track.

## **PRESIDENT'S REPORT.**

Bryan Homann

### **SASMEE President's Report 2019-2020**

It is my pleasure to present to you the members, the Presidents report for the year 2019 to 2020.

#### **Thanks.**

Firstly, I extend my thanks to the Committee, and the general members for their ongoing and generous support throughout the year. This support has come in many and varied ways, and has allowed the Club to move forward in a very positive way.

#### **Club events.**

Club events are always of importance, and we have had several throughout the period.

Starting with the Halloween field day, that was held on the same weekend as a normal field day. There was a tremendous amount of work put in to make the Halloween event the resounding success that it was. Dressing the Park with the suitably ghoulish bits and pieces certainly set the scene. The night was also very effective with a combination of paper cut outs and ultraviolet light in the otherwise dark five-inch carriage shed, making for an experience when taking a train through. It is one thing to have enthusiasm for setting up an event, and it was very pleasing to see that enthusiasm was also present when the Park had to be returned to its normal non-ghoulish state the next day.

The annual Members Christmas get together was also well attended, and the food happily prepared and dispensed by a small band of members.

Following soon after was the now traditional January invitation evening whereby there was no formal meeting, but plenty of opportunity to chat, operate models, and continue association with members of other clubs. Once again, the band of Canteen helpers provided the sustenance. A post field day thank you barbecue had been planned for members in March, but a certain disease unfortunately put the kibosh on that.

#### **Membership.**

The membership currently stands at;  
Full – 81. Family - 30. Junior – 2. Life – 9. Country – 29 of whom there are 22 in SA, 2 each in NT and WA, and 3 in Vic. A total of 151.  
Sadly, the following members passed away during this year – Jack Davey, Jack Spry, and Des Goedecke

#### **Budget**

As soon as the Committee settled into its role, a budget setting process was begun. Primarily this was for the financial year 2019-2020, but allowance has also been made to start to insert figures for a five-year plan. It was very apparent as the figures were put together, that our ability to continue to put a reasonable amount away for the so called “rainy day” was difficult, as the fixed expenses and day to day costs of running the Club and the Park almost equated to the likely income. It was also apparent, that if we had some disaster that closed the Park down for 12 months, our savings would be virtually exhausted. Disasters that we thought about included earthquake, disruption should a passing freight train decide to leave the rails and demolish a large part of our infrastructure. Disease was not on the radar at that time! It was ultimately decided that the members would not be required to put in more finance than they already do, so an increase in the public field day entrance fee from \$6 to \$7 would be put in place starting around March 2020. Additionally, based on seeing charges at other public events, it was decided to increase the public charge for hot chips from \$3.00 to \$3.50 per cup. Both measures appear to have worked in our favour, with sell-out crowds since we were able to re-open, and over 100 cups of chips sold on the first re-opening day.

#### **Capital works**

Capital works were limited, primarily to some canteen expenses. The major expense was the provision of a commercial dish-washing machine. Some of the costs were alleviated by members involvement in the installation and service supply connections. This machine has been an absolute boon to the canteen staff, enabling a much higher level of equipment cleaning, and a significant reduction in then post field day clean-up time. Further commitments have recently been made to continue with the new club 5-inch electric locomotive as a member's build project. In

order to improve operations for the proposed pre-2021 Convention day that SASMEE has committed to, new sets of turnouts are being produced to allow the 3 ½" gauge trains to access the relief roads at the 5-inch station. There has been a resurgence in the smaller gauge, and the turnouts are a way to encourage this. Hopefully in the future we may get to see some of the Clubs earlier locomotives make a re-appearance.

In the boiler house, the gas fired boiler was finally commissioned into work, and is now happily supplying steam to the model, and full-size engines.

Once again, all of these projects have been ably supported by club members, demonstrating that we are in fact an engineering-based organisation.

### **Committee work**

As mentioned above, the Committee spent a lot of time preparing a budget, which despite the Corona virus, has been largely adhered to, on both sides of the ledger.

Several additional positions of responsibility to those of tradition were appointed. This has been of considerable assistance to the committee in spreading the work load.

A review of the Club insurance was also commenced, and while still ongoing, has resulted in changes to some of the policies, with some reduction in costs. It is proposed that those savings be incorporated into our Term deposits, but quarantined as a form of self-insurance. This is highly desirable, as to get premium reductions, some policy excess figures have been increased.

Contact has been maintained with the Unley City Council on a variety of matters. These included getting agreement that before major tree works are carried out, that SASMEE be before-warned, and provided with a copy of the tree condition report. The white cedar trees and their ball bearing like seeds were once again raised with Council, and there is now a glimmer of hope, that over time we may see these replaced with more suitable trees.

The small wedge of land between our lane way to the north of the property and the Croquet Club was discussed, and to formalise a land transfer, both parties have to advise Council. This has not, so far, been pursued, as apart from the Covid distraction, it is necessary to price a new fence, and consider what impact the trees existing in that parcel

will have, given the Council's clear reluctance to remove trees unless absolutely necessary.

The issue of a longer lease period than the standard 5 years was also discussed. This was to allow clarification for any future major infrastructure works that SASMEE might be considering. There is a mechanism to have an extended lease, but it would only be considered should we be looking seriously at major works, such as a new Club room complex.

Following the expulsion of a member early in 2019, the Club was faced with a legal claim against it. We were assisted by a very capable legal counsel on behalf of our insurer who had been advised of the claim during the latter time of the preceding administration. There were various meetings held with our counsel, and the other parties' legal person, requiring senior members of our Committee, ably assisted by others, to provide the evidence needed to meet the challenge.

Ultimately, there was agreement by both parties in the Magistrates Court that the matter would be concluded with no further action being taken by either side.

It was decided to make available some family passes to victims of the summer bushfires in South Australia. This is still happening, but had stalled due to the Corona virus work.

A major change to our way of doing business has been the introduction of an on-line booking system. This has required several members to spend a very large amount of time over the last few months to get it up and running. While there have been a few dramas, the system is working fairly well, but still requires some polishing. It has improved the speed with which the queues of patrons can be admitted, and has, as it happens, been a significant aid in enabling compliance with the SA Health contact tracing requirements for the Covid pandemic.

Following some concerns over alleged bullying of some members by others, a draft bullying regulation has been prepared for member consideration. The Covid related shutdown has meant that member consideration has been on hold to date.

The existing security camera system has been augmented by a third camera viewing the front gate, and the attached internet connection now also allows the on-line booking system to be connected to the outside world.

Due to the difficulty of getting a suitable solid fuel for the smaller steam locomotives, the opportunity was taken to purchase a quantity of small size Bacchus Marsh char from the Morphett Vale Railway. While it

does have contamination of non-burnables due to the previous storage, and transfers, it is none-the less well suited to the very small fireboxes. SASMEE members transferred the char from Morphett Vale to SASMEE in many plastic tubs kindly supplied by Morphett Vale. The quantity ended up filling both chambers of the big storage bin.

As a means of advertising model engineering to the public we have proposed the holding of a weekend long Exhibition at SASMEE. This is proposed for 2021, and we are currently preparing a submission to an Unley Council grants program to assist in the cost of putting the show on. A date has not yet been finalised.

Two potentially major projects are under early consideration.

One is the provision of a better workshop facility. This has been partly encouraged by an offer of some good machine tools from a deceased estate. We have not yet been able to view the offered equipment, as the family member managing this works in New South Wales, and has been unable to return to South Australia due to his work and Covid.

Some preliminary design work is in progress on a building and a location. This was partly brought about by what looked like a promising grants scheme. However, due to lack of enthusiasm from the Council (we had to have support from local government), and preparing a submission in a very limited time frame, the idea was abandoned.

A much larger project currently in the very early stages of development is a plan for a new club room complex. Member submissions have been sought, and a recent meeting was held for those providing submissions to thrash out a consensus on a way forward. This project has been energised, partly by some member enthusiasm, partly because there are emerging issues with the structure of the onetime chicken shed that forms to core of our current rooms, and partly because we feel that it would be an admirable goal of the Club to have a new building ready for our 100<sup>th</sup> birthday in 2027. The existing building will have been on our site for 75 years in 2022, with an unknown previous life span. We believe it to have initially been an army building during the second world war.

## **SASMEE Park Maintenance**

### **Buildings**

The major maintenance projects undertaken were the replacement of some of the sub-structure to the walkways on the top 7¼" track bridge, and the removal (by licensed contractor) of the last known site

asbestos, being cladding on the top floor of the 5inch station, the ticket box, and some window surrounds on the clubroom.

A close inspection was made of the bowing of the clubroom roof, and it became evident that some issues had been there for a long time, and been partially addressed. It was also apparent that the bowing of the roof was accompanied by bowing of the long walls. As both the ceiling, and the library annex appear to have been installed after the movement ceased, the situation is currently stable. However, if a new building ends up not being likely, then there will have to be serious work done on the roof structure.

### **Track and Trains.**

The major works have been re-sleeping the main line through the 7¼" station, and some turnout maintenance work on both track gauges. Work has commenced on breaking the track lengths into defined spaces to improve the identification of areas needing attention.

Inconclusive identification of faults in the past has led to confusion for those trying to carry out maintenance.

The coal crusher, built by Paul Griscti several decades ago finally got to the point where a major overhaul was necessary. A new eccentric drive shaft has been machined in a member's home workshop, and after careful reassembly and adjustment, the machine runs very smoothly and, when not actually crushing, very quietly!

### **Boat pond.**

An extended summer time with little rain, and a depletion of the aquifer supplying the bore pump led to a significant lowering of the pond level. It was only just maintained by careful use of the bore pump requiring various members to be at SASMEE at odd times. The fish, although a target for hungry birds, have managed to survive and procreate under the netting enclosing the previous boat harbour. Agitation of the water via member-built paddle devices, the addition of some riparian plants, and some chemical control has been fairly successful in controlling the growth of algae.

### **Garden**

The Council tree inspection resulted in the removal of some trees, and trimming of others. While this work was obviously necessary, the lack of consultation with SASMEE, and the rather over bearing attitude of one of the Council's contractor to one of our members resulted in the need to have a talk with Council. The result is a promise to provide us with the tree report, and when any work is to be done.

The much-discussed garden gnomes, loved by many of our younger patrons, have had a colourful face lift.

### **Covid-19**

Just when most things were ticking along nicely, and we were about to raise our prices, and start up the on-line booking, along came a disaster. Not an earthquake, or train derailment, but a worldwide pandemic – Covid-19 virus.

Somewhat uncertainly, we took the step to close down SASMEE, apart from essential maintenance.

We were potentially facing the depletion of our term deposit money at around \$20,000 to the end of the financial year. Depending on view point, maybe a field day too early, but as the infection rate seemed to be about to soar, and looking at terrible overseas results, we did it anyway, at one of several extra committee meetings held during the year. One of those decisions for which there was never a clear-cut answer!

Once having done that, measures were put into place to try and manage the Club as best we could. The canteen was destocked of items that were likely to be out of date in the near future, enabling the shutdown of the ice-cream freezer and the drinks fridge. Some was sold to members at supermarket prices, and some was donated to foodbank organisations.

In order to keep members informed, it was decided to increase production of the Bulletin to bi-monthly, and a member's only Facebook page was created. The members email listing deficiencies were addressed as much as possible so that moderately regular information updates could be delivered to as many members as possible. One result of this is a big improvement in the accuracy of the membership data base. There was a limited amount of direct communication with members not likely to be on the digital platforms via visits (when allowed) and phone calls.

A lot of time was also spent tracking the situation and requirements via the various Corona related government web sites.

As early as late May, the Committee began to consider what would be required to re-open to the public. While it was decided an opening then would be premature, work none the less began on working on the how to. The State Government specified rules for various types of activities, and after several uses of the Corona 1800 number, we finally felt comfortable with fitting into the public entertainment category.

This enabled a Covid Safe Plan to be submitted under Stage 2 restrictions. That would have enabled opening for limited hire groups only. However, within days of that, stage 3 came into force, and we were then in a position to have patronage levels much closer to normal. However, the Covid Safe Plan by itself was not adequate to spell out what SASMEE believed necessary to safely open up. Thus, there was a period of intense document writing, poster production, and crowd control (especially to the canteen and stations) measures to be dealt with. Finally, in July, we were able to re-open the park to the public, who, so far have responded enthusiastically. With one full house and another almost so.

Whether we can stay open will rely on the virus status in South Australia, and very importantly, our own in-house ability to muster the number of members needed to operate the park in compliance with our Covid Safe Plan.

While I am not all that keen on the much bandied “unprecedented time” phrase, that is what we have been subjected to.

I doubt that at no other time in the history of the Club, has such a situation presented itself. A challenging time for all of us, now, and indeed for some time into the future.

It is a credit to the Committee and other members who have worked so hard to manage the situation and keep SASMEE functioning.

So, once again, thank you all for the assistance in getting us through.

And finally, thanks also to the Millswood Bowls Club, who have generously allowed us the use of their premises for general meetings at less than a quarter of the usual hire fee.

Bryan Homann  
President SASMEE August 2020

### **For Sale**

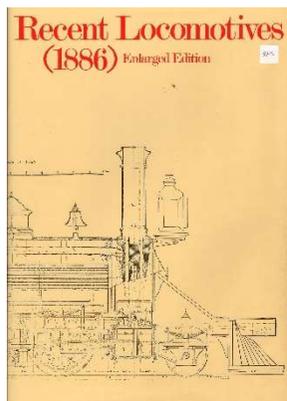
24-volt Invacare Wheel chair Motor with Gearbox and Electric Brake.

Dimensions: Length of Motor 215mm. Length of Gearbox 125mm. Diameter of Motor 90mm. Width of Gearbox 125mm. Drive Shaft 19mm diameter. Asking price \$50. .

## IN THE LIBRARY

Max Shuard

### Book of the Month



“Recent Locomotives (1886). Enlarged Edition.” This book is a beauty. Very detailed construction drawings of locomotives in operation during the 1880s. These drawings are accompanied by exquisite lithographs of the locomotives. None of this modern photographic rubbish. While concentrating mostly on North American locomotives, it does include some Continental European and British locomotives.

### Model Boat Magazines

The library has an extensive range of modelling magazines. We have Model Boat magazines dating back to 1969.

There are, however, some missing:

September 1986. January and October 1985. November 1984. November 1980.

Also, quite a lot missing from 1979, 1978, 1977 and 1974. So, if you have any old Model Boat magazines, stashed in a box in the shed down behind the chook house, and you don't think you will need them, could you please let me know? Just the ones that are missing. Please don't flood us with a whole array of what we already have.

### Communication.

The library catalogue now contains over 900 book titles. It is still a work in progress, and always will be.

*Just a thought: In model engineering, no two identical parts are exactly the same!*

## TECHNICAL MATTERS

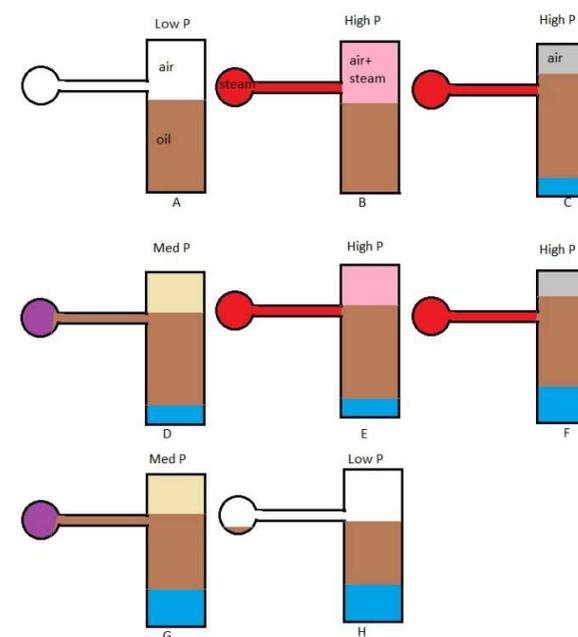
### HOW A DEAD-END DISPLACEMENT LUBRICATOR WORKS

Allan Wallace

#### Part 1 – how it works

Many are intrigued how a displacement lubricator works when there is only one connection to the steam line. It's not obvious how steam can enter the lubricator through the same pipe that the oil has to come out from. It is even more mysterious when the connecting pipe is quite long, and not necessarily horizontal.

I hope this explanation helps to see what's going on. I'll step through the following sequence of images. The round circle represents the steam line, and while the connecting tube is drawn as horizontal, that is not necessary for operation.



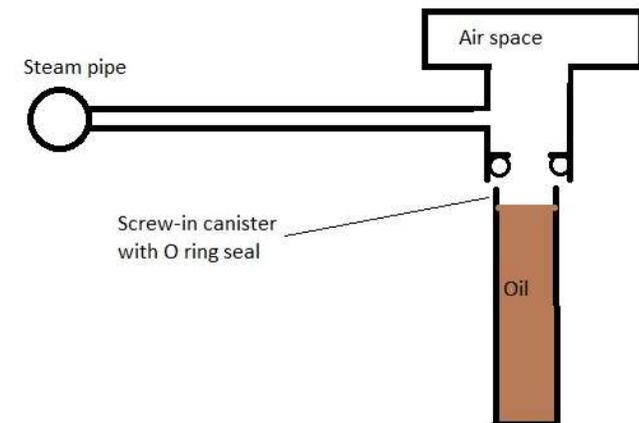
- A. Starting from cold, under no pressure.
- B. The steam comes on and pressurises the air space in the lubricator. However, it does not stay in the vapour state for long, because heat loss from the body condenses the steam and the water sinks to the bottom due to its higher density.
- C. The water displaces the oil and its surface level submerges the pipe entry. The air is compressed at steam pressure so its volume has reduced.
- D. Due to operating conditions, say the steam pressure briefly falls. The air pressure can now force the oil back through the pipe into the steam line, where it gets carried away into the cylinders.
- E. When the steam pressure rises again, it pushes the oil remaining in the pipe back and proceeds to re-pressurise the air space. The cycle is repeated.
- F. Steam condenses, water sinks, and the oil level rises.
- G. Next time there's a downward pressure fluctuation, another slug of oil is pushed into the steam line by the compressed air.
- H. At the end of the run the air can blow the oil remaining in the pipe into the steam line.

So, it's a simple principle and a number of observations can be made. The oil delivery rate will be affected by a number of factors. Firstly, it will depend on the nature of the steam pressure fluctuations – larger pressure swings will tend to increase oil delivery, and more frequent fluctuations will too, up to a point, because the pipe acts as a low-pass filter. That depends on the length and diameter of the pipe. The air space is critical, and the larger the air space is, the larger the slugs of oil that will be delivered over a given pressure fluctuation cycle. Oil delivery requires the steam to condense, so if the lubricator is running hot this can limit the rate of delivery. As you can see, for us it is a matter of experiment to get satisfactory lubrication, and it's just as well that our engines can operate over a very wide range of oil delivery. Many designs incorporate a needle valve for some adjustment (as well as for refilling under steam).

The oil is only delivered upon reducing pressure, so it is intermittent. For our models, this does not seem to matter, as steam oil has good adhesive properties. With a locomotive especially, steam pressure fluctuation is the order of the day as the load and speed are constantly changing, however such lubricators have been successfully applied for all types of models, including those with constant pumping or power generation duties.

For design purposes, it would be appropriate to provide more air space when the connecting pipe gets longer. I can offer just one data point, taken from my O gauge Schools class locomotive, which has a connecting pipe of 1/16" OD brass tube 35 mm long. The pipe volume is 27 mm<sup>3</sup>, and the air space volume is 900 mm<sup>3</sup>, a ratio of 33. The oil canister capacity is 500 mm<sup>3</sup> (0.5 mL) and it lasts for about 1.5 hours of running.

The arrangement for this lubricator is shown below.

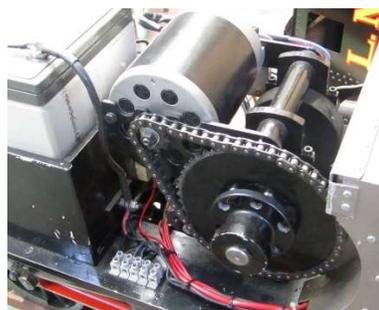


One last tip. It's crucial that the device is completely air tight. If the air bubble is lost, then there's nothing to push the oil back into the steam line. If it's filled through a lid at the top, make sure some air space remains and that the lid seal is 100% tight. The dead-head lubricator is a beautiful example of supreme simplicity and utmost reliability. And the principle of operation is as simple as the theory is deep!

*Next Bulletin will have the theory behind why it works. (Ed)*

## IN THE WORKSHOP

### LMS 1831 Diesel Electric Shunting Locomotive. Jeff Schaefer



I had looked at articles on building a steam locomotive but being involved with the restoration of vintage motorcycles I could not afford the time it would take me but I liked the vision of coupling rods twirling around. Looking through the Model Engineer for 1940 I saw the start of a construction series by Edgar T. Westbury on the first experimental diesel shunting loco built by the LMS in 1932. I was familiar with ETW and his work in developing model 2 stroke engines, his engine for this was a 30cc twin cylinder OHV with a variable friction drive.

As an experiment the LMS had built this machine on an old 0-6-0 steam loco chassis fitted it with a Paxman-Davey diesel engine and what they called a hydrostatic transmission. A double ended body was fitted.

The trials were so successful that they ordered six more experimental locomotives to be built by different makers. The six were all diesel-powered but had different wheel and transmission arrangements; the last of these was diesel electric built by Armstrong Whitworth and this set the pattern for all future shunting engines.

The loco was described in 3.5" G and like the prototype could be driven from either end. The drawings were scaled up to suit 7.25" so a Honda 90cc Honda scooter engine could be fitted. This meant it would only be driven from one end. The Honda has a centrifugal clutch which throws in as the engine is accelerated.

The construction of the frame followed normal model railway practice but was fitted with standard ball bearings on the axles (and all drive shafts). A pattern was made and wheels were cast by a well-known

refrigerator company, coupling rods are cut from mild steel and fitted with cast-iron bushes running on case hardened crank pins. The crank axle is carried, stretcher fashion, between the middle and rear axle boxes and was driven by chain from a countershaft above it. As the axles move up and down independently the crank axle moves up and down proportionally. Also moving with it is the frame supporting the countershaft thus maintaining constant chain tension. The countershaft has an adjustable link to the engine with flexible couplings to allow for axle movement and body movement while also maintaining chain tension. After successful testing of the chassis; the body was fabricated from sheet steel with bar frames.

Until the body was fitted the loco behaved very well but the body was the signal to play up and it did! mainly by oiling up the spark plug and being hard to start. With the body on it was getting too hot. The cylinder had been rebored as part of the overhaul before it was fitted to the chassis, many theories and ideas on how to cool it were tried but to no avail. Later found the plug oiling was caused by a faulty crankcase gasket

John Montedorisio came along with his battery electric locos, Tiny & Junior and after driving them and with encouragement from John, the Honda was pulled out and a 500watt 24volt brushless motor was installed. To find room for the two 12V batteries meant that the drive now goes to the rear axle and the crank axle just goes along for the ride. The motor is mounted on the countershaft frame and moves up and down with the rear axle. The motor spins at 2700 rpm and the gearing gives 10Kph.

I tried Chinese controllers but after burning out several, one at Clare, Don Springback sold me an English 4QD with regenerative braking. Very Good. I do not use the brakes except to hold the train while stopped. Past the tennis courts the amp meter is showing a charge into the batteries!! I have fitted a dog clutch, to make moving it easier, and a diesel sound generator and there is still detail and features I wish to add (when I get the time).



*(Jeff having a bad hair day – Ed)*

Thanks goes to John, Don & Michael Moyses for their help & advice on the project that was to be finished quickly when I started it in 1982. The loco has been run on the tracks at Wagga, Maitland, Cobden, Tullamarine, Box Hill and Penfield in either petrol or electric form.

## SASMEE BUSINESS

### Up and Running

After a long hiatus due to the restrictions (last run day was 1<sup>st</sup> March) caused by the Covid 19 pandemic, SASMEE opened its gates to the public on July 18<sup>th</sup>. After weeks of planning and the drafting of a formal Covid Action Plan, which included procedures for everything from physical distance requirements on train rides to toilet cleaning, the weather was kind and a great day transpired. The number of visitors was limited to 402 and about 380 visitors arrived. It was the first meeting at which the online booking was used (necessary to obtain a record of visitor's contact details) and there was a steep learning curve for all volunteers. However, for all the effort, it was well worth it. Great to catch up with friends not seen for months. The following ran on the day:

On the 71/4" – locos 44, 49, 351, K1 and Eudlo  
On the 5" locos Jumbuck, Black 5, Scooby Doo, K1, 500  
Garden K27, 2-8-0 and Inspection Car  
Boat Pond Yacht, Fishing Trawler, Cabin Cruiser, (various) speed boats

The next open day was on August 2<sup>nd</sup>. With the experience gained on the July run day, this day ran much more smoothly. Operating on that day were:

On the 71/4" – locos 44, 49, 351, Conway and Eudlo  
On the 5" locos Jumbuck, Black 5, Scooby Doo,  
Garden Ruby  
Boat Pond Fishing Trawler, Cabin Cruisers, (various) speed boats

And finally, operating on 15<sup>th</sup> August were:

On the 71/4" – locos 44, 49, 351, and Eudlo  
On the 5" locos Jumbuck, Black 5, Smiley, 42215, SAR 720 Masie (31/2")  
Garden K27, 2-8-0 and Inspection Car

Boat Pond Fishing Trawler, Cabin Cruisers, (various) speed boats  
General Meetings have been held at the Bowling Club (due to the room size and social distance requirements) on Tuesday 14<sup>th</sup> July and Tuesday 11<sup>th</sup> August.

### Annual General Meeting

The Annual General Meeting was held on Tuesday 11<sup>th</sup> August. The previous minutes and President's report (copy above) were read and executive positions spilled. The following were elected to the vacated positions:

### Elected Members 2019/2020

Below are listed the elected members and contact numbers.

President	Bryan Homann
Vice President	Max Shuard
Secretary	Allan Saunders
Minutes Secretary	David Hawkins
Treasurer	Mary Homann
Asst Treasurer	John Harris
Safety Co-ordinator	Geoff Hall
Councillors	Rob Ball Michael Hattersley John Mere

### SASMEE - List of appointments made after the 2019 AGM.

There are a number of non-elected positions required for the running of the club. Below is the list of these positions and the appointees.

Public Officer	Secretary (Alan Saunders)
Canteen Managers	Bryan and Mary Homann
Track	Michael Hattersley, Michael Moyses
Track Signals	Michael Moyses
Coal Monitor	John Mere
Rolling Stock Inspector	Kingsley Martin
Boiler Inspectors	Bryan Homann, Simon Huntington John Montedorisio, Peter Hoyer

Auditors	Graham Gaetgen, Michael Moyse
Fire	Jake Barber
Buildings	Geoff Hall
Rubbish Collection	David Hawkins
Librarians	Bill Coles, Max Shuard
Bulletin Editor	Bill Coles, Max Shuard
Pond	Robert Ball
Garden Railway	Max Shuard
Boiler House Manager	Bernie Dickinson
Website and other IT	Jessica and Kingsley Foreman
Driver Trainer/Assessors	John Mere, Brenton Dicker
New Members Mentor	Jessica Foreman
Competent Person AALS	Allan Wallace

## Covid Hygiene Training Online

A reminder, please complete the Covid training.

This is how to do it:

Open this link <https://www.health.gov.au/resources/apps-and-tools/covid-19-infection-control-training>

*Don't be put off by the page wording which implies this is all to do with medicos and old peoples' homes!*

Click on the "Register" button. The next screen will ask you to login. As you probably haven't done this, go to the; [If you have not logged on, click here to register](#) line and click on it.

This will then send you to a screen which wants your details. After you have filled in the details, it should send you to a welcome screen.

On the right-hand side of that page, there is a long list of training courses. Go to the bottom of the list and select;

[Infection Control Training - COVID 19](#)

Course Materials: [Infection Control Training - COVID 19](#)

Click on the "Enrol" button.

You will then end up with what is in effect a Power Point presentation.

On the left side, there is a tool bar that allows you to move to the next page. However, you can't cheat and just go to the end!

On occasions, the pages will have a link to other information. You need to go to the links in order to progress.

There are a lot of pages, but when you get to the end, there is a Q&A bit. These are mostly True/False type answers, and are not very difficult.

Once you have got the 150 marks out of a possible 150, you get congratulated and have access to saving and/or printing your "Certificate"

## Covid Marshalls

The Emergency Management (Public Activities No 7) (Covid 19) Direction 2020 outlines the need for Marshalls to manage crowds at public gatherings. The FAQ document on the requirements and duties of Marshalls contains the following statement.

- **“Social and community clubs:** E.g. community/RSL halls, youth and recreation centres, other facilities commonly used for meetings, gatherings and events open to members of the public.”

Further into the document it details of what Marshalls are expected to do.

### “What is required from a COVID Marshal? What do they do?”

- **Training:** COVID Marshals must have completed relevant training as prescribed by SA Health. Their business owner/operator or the person in charge of their activity must be able to prove that their COVID Marshal(s) have completed this training, so that they can show this to an authorised officer if requested. The training is an online course, offered at no cost, available at [www.covid-19.sa.gov.au/recovery/covid-marshals](http://www.covid-19.sa.gov.au/recovery/covid-marshals).
- **Identifiable:** COVID Marshals must be visibly and immediately identifiable by their colleagues and the public.
- This means that they must wear, hold or otherwise have something that makes it immediately obvious for all to see that they are a COVID Marshal.”

Looking at the Marshall job description, a lot is already covered in the Duty Officer duty statement. SASMEE has a complete set of all Covid Safe Plan related documents, and the President or the Secretary will take all prospective Marshalls through these so that they are familiar

with the SASMEE requirements. The primary one is our current Duty Officer duty statement.

It does mean we need to have some members go through the on-line training to get their "certificate". SASMEE will have to supply the badge!

**Without a certificated Marshall, we will have to cancel field days.**

The requirement is law from 21<sup>st</sup> August 2020 so will affect all future public run days.

We will need several members with this certificate so that we are not embarrassed if someone is not available and not to lumber a few with the same task every field day.

Going through the Marshall training process, it is in many respects very similar to that previously required for staff under Stage 2 requirements. It said it would take about an hour, but actually, it is only about 30minutes. There are 12 pretty simple questions at the end, with an 80% pass mark (9.6 correct answers!!), and an opportunity to have a second go.

To do the session, go to:

<https://www.covid-19.sa.gov.au/recovery/covid-marshals>

and then click on the Complete COVID Marshal online training button.

When you have completed the training and downloaded your certificate, you need to keep a copy yourself, and send a copy to the SASMEE Secretary

## SASMEE Constitution

As discussed at the August General Meeting, the Committee will be reviewing some of the clauses in the Constitution. The changes sought are aimed at making the provisions in the Constitution more flexible to enable administration of the club to be undertaken in the event of a serious lockdown. All changes must be endorsed by the general membership.