

**CASTLEDARE
MINIATURE RAILWAYS**

W.A. (INC)
www.castledare.com.au

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Castledare Miniature Railway
P.O Box 337
Bentley, WA 6982

Patron: Dr. M. Lekias

Contact listing for CMR Management Committee members.

All information on this page ratified by Management Committee on 25th March 2011

President:

Roger Matthews - Ph: 0407 381 527
Work Ph: 9331 8931 (Monday – Friday 7am – 3pm)
Fax: 9331 8082
Email: rogerrcmr@hotmail.com

Vice President:

Craig Belcher - Ph: 9375 1223
Email: d1565@tpg.com.au

Secretary:

Ken Belcher - Ph: 9375 1223, Fax: 9375 2340
Email: cmr1963@tpg.com.au

Minute Secretary:

Chris Doody - Ph: 9332 7527

Treasurer:

Tania Watson – Ph: 9479 5045

Committee:

John Watson – Ph: 9458 9047
Victor Jones - Ph: 9527 5875 Email: jones12@optusnet.com.au
Trish Stuart - Ph: 9295 2866 Email: richard.stuart@bigpond.com
Richard Stuart – Ph: 9295 2866 Email richard.stuart@bigpond.com
Eno Gruszecki - Mob: 0408 908 028

Membership + Licenses: Sue Belcher

Boiler Inspectors:

Richard Stuart - Ph: 9295 2866
Keith Watson- Ph: 9354 2549
Phill Gibbons - Ph: 9390 4390

Qualification Examiners: Steam Locomotives – Keith Watson, Roger Matthews
Diesel Locomotives - Roger Matthews, Craig Belcher
Guards & Safe working – Keith Watson, Trish Stuart
Signals – Mike Crean, Ric Edwards

Track Master: Craig Belcher

Editor of Cinders and Soot:

Trish Stuart – Ph: 9295 2866 (after hours) Email: richard.stuart@bigpond.com
No personal letters will be printed without committee approval

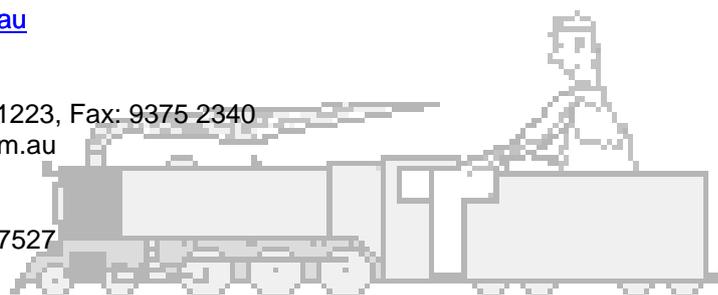
First Aid Officers: Keith Watson, Tania Watson, John Ahern

The Castledare Miniature Railway is sponsored by:

Coal Supplies: The steam locomotives at the Castledare Miniature Railway operate with coal supplied by Premier Coal.

Cover page: Roger congratulating Keith (Stork) on his 'Life Membership' award at the AGM

Photographer: R. Stuart



Castledare Miniature Railways
P.O. Box 337 Bentley W.A 6102

President's AGM Report

Run Days

The past year has seen basically the same passenger numbers to the railway, but I think there may have been a decline to the first Sunday runs, with a steady increase in the Wilson run which is at times almost on a par with the first Sunday runs. It may be due to the fact that the Wilson runs are from 10 am until 2 pm but it seems that on our Niana run days the first two hours are busy with at times not much in the way of passengers after 3 pm. It may be something that needs to be looked at and a possible 10.00 am or 10.30 am start with closing at 3 pm.

Membership

This has remained static with some new members, which is good and some who have not renewed for whatever reason which is always disappointing, but I'm sure they have their reasons. What the railway continues to lack is younger able-bodied members with both skills and more importantly time to use them. What we so often see are members giving their time to help out on run days but not able to give their time in helping to maintain our aging infrastructure and railway hardware. It has been often said over the years that CMR is only work. This is to a certain degree true and I have always believed that if you join any organisation for whatever reason then there is going to be a certain amount of work involved before you can get enjoyment and pleasure out of the same. There has been a written proposal put forward by John Watson for ways in which junior members can be more involved and maintain their interest, this needs people to organise and make happen and as you are all very much aware, children have never been my strong point so this needs others to implement and make happen.

Club Finances

The club finances continue in excellent shape with a considerable profit this year as apposed to last year's loss. This even though our income was down on the previous year. In the previous year we had both the income but also the expenditure of the Convention. This profit will be used up in the coming year with the expenditure of the footbridge replacement and other projects. Thanks to Tania for her efforts in this important job and also to Bob Hut who once again did the Audit.

Locos and Rolling Stock

The re engineered Carabao has proved to be a strong and reliable work horse and only needs a repaint to finish it off. Dependable is undergoing a rewiring and repairs to its hydraulics and some other minor repairs and will hopefully be back in service in the near future. City of Canning has an overheating problem due to blocked radiator and also driveline problem but this work is in hand and should also be done very soon. All other locos have performed satisfactorily and the new system where individual members have responsibility for general maintenance and making sure they are serviced and ready to run seems to be working. The rolling stock generally has been trouble free but there will be some modifications to draw bars and other ride stability and tracking issues with guidance from both Richard, who carries out the inspections and input from Les Smith.

Cinders & Soot

The club magazine has continued to inform members both in the written word and visually of the railway happenings over the past year. This has been due to the efforts of all that contribute and Trish who collates it all, sends it off to the printer and then puts it in an envelope with labels organised by Sue and Richard who posts it. Also, Mike who publishes the online version. Cinders and Soot has evolved over the years into an important informant to members of club activities, and now also to the general public online. Thanks to all involved.

Website

Regarding the club's website, this continues to inform both members and the public in a professional way and I thank all that contribute to it and especially Mike who continues to improve and maintain it.

Canteen

The canteen has once again given both members and public good value for money and reasonable variety of food and drinks. Kathy and Tania have taken on the role of maintaining stocks from Fran, and the ladies who operate it have done an excellent job once again, so thanks to all involved.

Membership Involvement

This is a difficult area to analyse as every member joins for their own reason and involvement which can be reflected in their age, area of interest and availability of time to commit. West Australian clubs both hobby and sporting have generally a smaller membership which is due to our small population for the size of the State and the way in which we inhabit it, i.e. mostly large suburbs with low density housing. This has the effect of some members travelling quite some distance, but this in itself if you look at who are some of the most active members also travel the most distance. There are then the members who have a busy work and family life to work around and then there are those who are in their later years and no longer physically able to do too much. Also as with all clubs there will always be members who have a greater interest and the desire to be more involved. I think it is true in the main that our club like so many in W A have a greater participation rate than other parts of the country but this is sometimes due to people belonging to more than one kindred organisation but with involvement only in one. I have long thought it better to do what we do best, i.e. mainly matters railway related as well as general maintenance, and then spend the money we earn from the run days to pay good contractors to build and improve other infrastructure. Murray Willmot when I was involved with Hotham Valley always said it was better to have a member do a few days good work a year than to expect them to help in areas that did not interest them. It is after all a Miniature Railway and not all members can be everywhere and do everything, so maybe we have to cut our cloth according to our size and the abilities and the time members are willing to give.

The past year has seen a continuation of both upgrading and maintenance of the track with new sleepers and ballasting. There was an excellent track replacement project from the Dual Bridge to the lagoon. This was achieved with both good planning by Craig our track master and the involvement of the regular track gang and other members.

As I have said in my reports over the past year I am both pleased and amazed by the amount of work that does get done by the small but dedicated group such as the Wednesday crew led by John Watson and the third Friday nighters. There are also those that regularly turn up on the second Saturday of each month and at other times.

Future Projects

Once again there is plenty of work for the year ahead with two major projects, one being the Fern Road track replacement with planning well under way and most materials obtained. With the same planning and membership involvement as the Track replacement last year I know that over the winter months this will be achieved in time for next summer's running. The other major task is the replacement of the footbridge, which we are hopeful of obtaining a Lotteries grant to help with costs and will also need outside contract help to make this happen. At the same time as the bridge works take place there will be some preparation work done for the extending of the carriage shed and extra stow roads but this project will most likely be scaled back due to planning requirements.

It is also hoped to plan for the replacement of A Signal Box, which would incorporate the function of B Box. Mike Crean is pushing for this as it will give a secure facility to install the control panels and computers that now run our signalling and points. This would also open up the exit and entry into the yard.

My Special Thanks

I would like to give a very big thank you to your committee who once again has carried out its duties in an excellent and professional manner and without whose dedication to CMR would make my job impossible. I say that because without your hard working committee I would not have been in the chair this past year. It also seems to me that you the members also echo my thoughts, as those members of your committee up for re election, apart from the secretary have shown their keenness to be re-elected. Unless there is something for which I'm not aware of at this time I would expect Ken to continue as Secretary also. I should make mention the reason for the change of the position of Vice president, which has been carried out in an excellent manner for at least the past eight years or more by Vic Jones. This has come about because I will not be President after this next year and I feel it is important that the club looks forward continually and has some kind of succession in place. I know this may sound like a bit of a stitch up but the reality is very few people want to be President so I have approached Craig Belcher to take over from me at the end of next year. I also have over the years asked his Mother to be President but she has always said no! And his father would never be allowed to. ☺

Also I know Craig is not here tonight as he is still honeymooning with his delightfull and beautiful wife Damelsa, (well actually they were both there as it turned out) who is not opposed to Craig taking on the role after me. When I spoke to Craig about him taking over from me he said he would very much like to ease himself into the role by taking on the Vice President's role first, so it is for this reason that I approached Vic regarding this and Vic's words to me were he would have no problem with making way for Craig to be Vice President as his number one priority has always been the well being of the club and its members. I would like to thank Vic for his selfless action in this regard and thank him for his role as the club's Vice president over the years.

While mentioning Vic it would be remiss of me to not also mention both the personal loss this year of his wife Fran and also the club's loss of a tireless worker. As is often the case clubs often do not fully realise what some of its members actuly do until they are no longer with us.

Thanks once again to Richard for his ability to listen to me and his subtle ways of telling me when I'm wrong. Ken for his ability to put up with my odd rant, and his dealings with the many and varied authorities to which I have very little patience. Sue also coninues to make good sense to me in many ways, and also thanks to all who have given me their support and ideas. I would also like to thank Tanachai for his understanding and suport.

In conclusion as I've said in my last two annual reports, Castledare Miniature Railway with over 4km of track on the banks of the Canning River is both unique and the envy of many clubs. Lets all continue to help run the Railway in a safe manner. Continue to improve in whatever way we are able to, which both past and present members have worked so hard for, once again over the next twelve months.

Roger Matthews
President, Castledare Miniature Railway



FROM THE SECRETARY'S DESK

Notes from the last Committee Meeting – these are only a brief summary of some of the items discussed.

- Rule book revision – ongoing project
- Ongoing planning re increase carriage shed size – drawings now submitted to SRT and to the City of Canning for preliminary approvals – waiting on engineering approvals – may require some amendment to the plan
- Ballast bin to undergo much-needed refurbishment to ensure continued use. Ballast not to be left stored in it but rather use the ballast bin to simply fill ballast wagons as required.
- Discussion re replacement and / or refurbishment of wooden footbridge and also extension of the picnic grounds – financial support for the project to be sourced
- Dependable has been taken off the roster for a complete service
- 3 gondolas which are currently stored in workshop are to be rebuilt
- Work continuing on upgrade to maroon set
- Bi directional run day is to be held on the Sunday 24th July as a charity day for Retina Australia
- Decision made not to attend 2011 AMRA Model railway show – no members volunteered for the task
- Electrical work around the club rooms complete

DATES FOR THE DIARY:

Public Run Days

Sunday	17 th April – Wilson Station – Duty Officer – Trish Stuart
Sunday	1 st May- Niana Station – Duty Officer – John Watson
Sunday	15 th May—Wilson Station – Duty Officer – Trish Stuart
Sunday	5 th June—Niana Station – Duty Officer – Roger Matthews
Monday	6 th June—Wilson Station – Duty Officer – Ken Belcher

Work days / nights – all members welcome to participate

Friday	15 th April - Work night
Wednesday	20 th April — Work Day
Wednesday	27 th April — Work Day
Wednesday	4 th May — Work Day
Saturday	7 th May — Major Work Day
Wednesday	11 th May – Work Day
Friday	13 th May – Work night

Times for the workdays are as follows:	Wednesday	9am – 3pm - byo lunch
	Saturday	9am – 3pm – byo lunch
	Friday	4pm – 9pm – evening meal provided

Times for workdays are generally flexible – feel free to come when you can and go when you must

General Dates for inclusion in your Diary:

Saturday	30 th April – Preparation of the railway for Sunday run
Friday	6 th May – Committee meeting at 5.30pm

As members will be aware, for many years now there has been a day known as the "Member's Day" set aside in the Castledare calendar. When our family first joined the railway this was quite a popular 'social' day for members to get together and enjoy the railway without the pressure of public passengers, as I'm sure some of you will remember. A day to learn how to drive a train, to practice guard duties or simply enjoy a bbq lunch with fellow members. In recent times the attendance by both the committee members and the general membership has significantly reduced and as a result, outlined below is a proposal that I submitted to the recent Committee meeting for consideration. It is simply my observations and is put forward as a possibility.....

Proposal for Committee consideration: 2nd Sunday – Members Day

Recent history will show that there is apparently a distinct lack of interest by members in the Member's Day.

There are many reasons for this – family life, too much time already spent at CMR for work and/or run days or simply just not interested enough – all of which I understand.

Result: What could be construed as an apparent waste of time for those Committee and a couple of general members who do turn up.

Proposal:

In lieu of the 2nd Sunday of each month, the Committee considers making the 5th Sunday of the month the Member's Day. As a general rule, there are 4 months of the year where there are 5 Sundays so this would then make it something 'out of the ordinary'.

In 2011 there are 5 Sundays in January, May, July and October.

Should this idea be adopted, then I would further suggest that something specific is planned for the Member's Day – not just simply turn up and do whatever.

Suggestions could include:

1. Bi Directional run
2. Reverse running
3. Kids only driving day – with adequate supervision of course
4. An organised outing – perhaps to Dwellingup for the steam train or to Whiteman Park?
5. Bring a friend / family and enjoy the day with them without the trials and tribulations of public passengers
6. Member's training day

The same principle of BYO barbecue lunch could still be in place.

If you have any thoughts on the idea of whether or not the Member's Day should continue, and in what format, please let a Committee member know

Food for thought,

Sue Belcher

Castledare Gallery

◆◆◆ 2011 AGM ◆◆◆
(Photographer – R. Stuart)



Article by Keith Watson

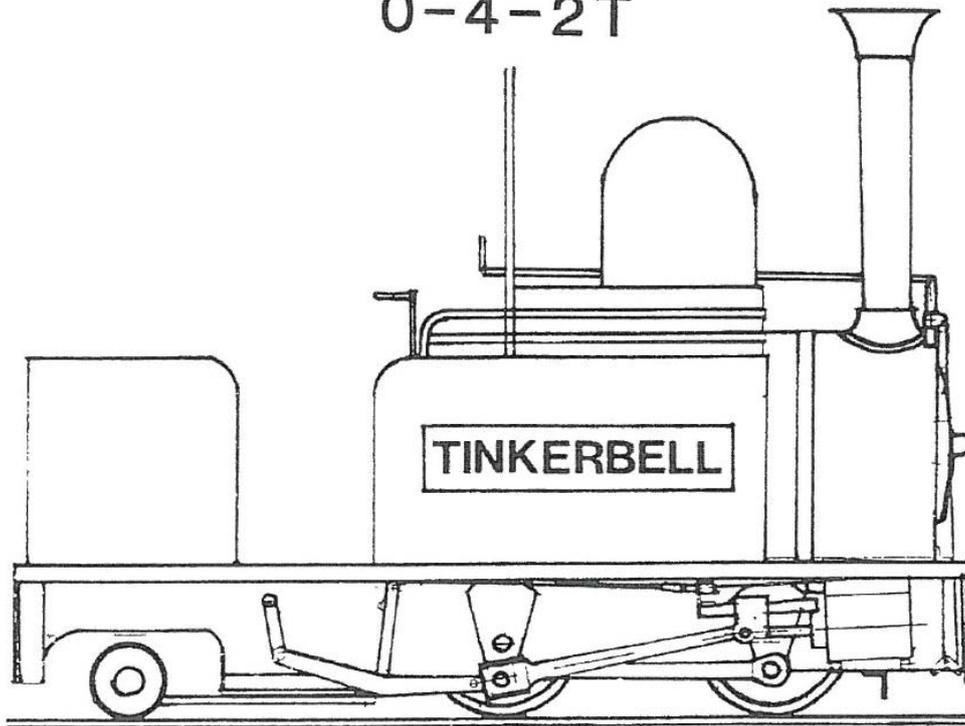
I have put together a short article that might be of interest to fellow members as to what's going on in the Wato Loco Works.

No doubt many of you know about the Tinkerbell class loco, one of 5, 7.25"g 0-4-2 Narrow Gauge steam locos designed and built by Mr. Roger Marsh of Coventry UK in 1966. I was fortunate in meeting Roger at this time and it inspired me to change my thinking and I built Dennis P Moore in 1968-9, and still running at Castledare. Well after my bad eye accident in 2010 and finally getting my sight back I found completing my Garratt was simply too much, so I sold it to a fellow builder in NSW.

My workshop with no loco under construction made me realise I needed to build another loco, and as the Tinkerbell event is to take place at the Moors Valley Railway at the end of this month I decided to go to the UK, but in the meantime I got stuck into building my own Tinkerbell. So now after just six weeks I have the chassis assembled and Cylinders machined. It is my intention to look at what developments have taken place with Tink Boilers which should be an improvement over the original marine type 8" circular firebox boiler which worked OK but had some limitations.

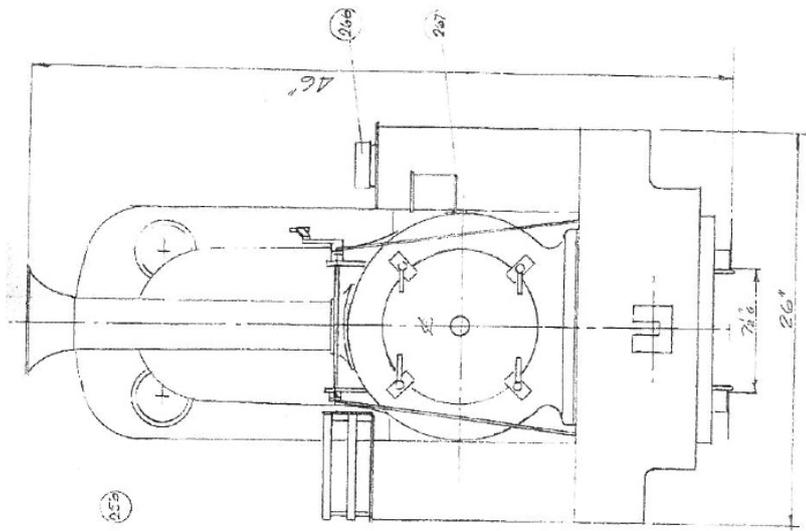


Tinkerbelle Type 0-4-2T



Length	63 in.
Width	26 1/2 in.
Height	46 in.
Weight in working order (less driver)	9 cwt.
Cylinders (2)	2 1/2 in. dia. X 4 1/4 in. stroke
Wheels	9 3/4 in.
Rigid wheelbase	17 1/2 in.
Boiler - welded steel (Marine firebox)	12 1/2 in. O.D.
Working pressure	100 p.s.i.
Minimum radius curve	18 ft.
Maximum running load on level track	2 1/2 tons

7 1/4" Gauge Locomotive

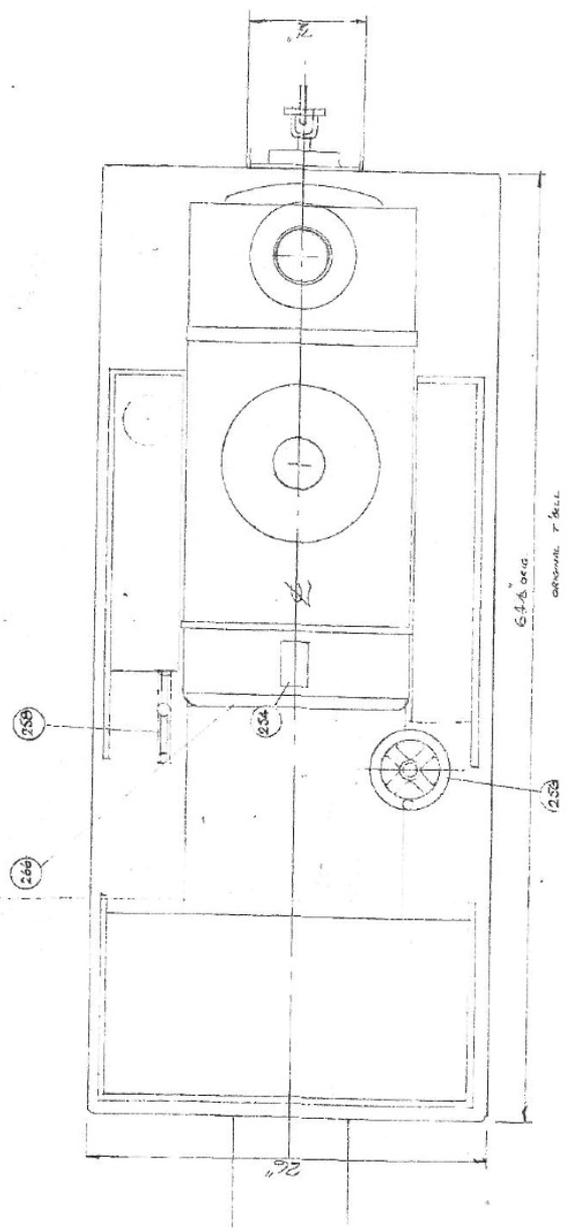
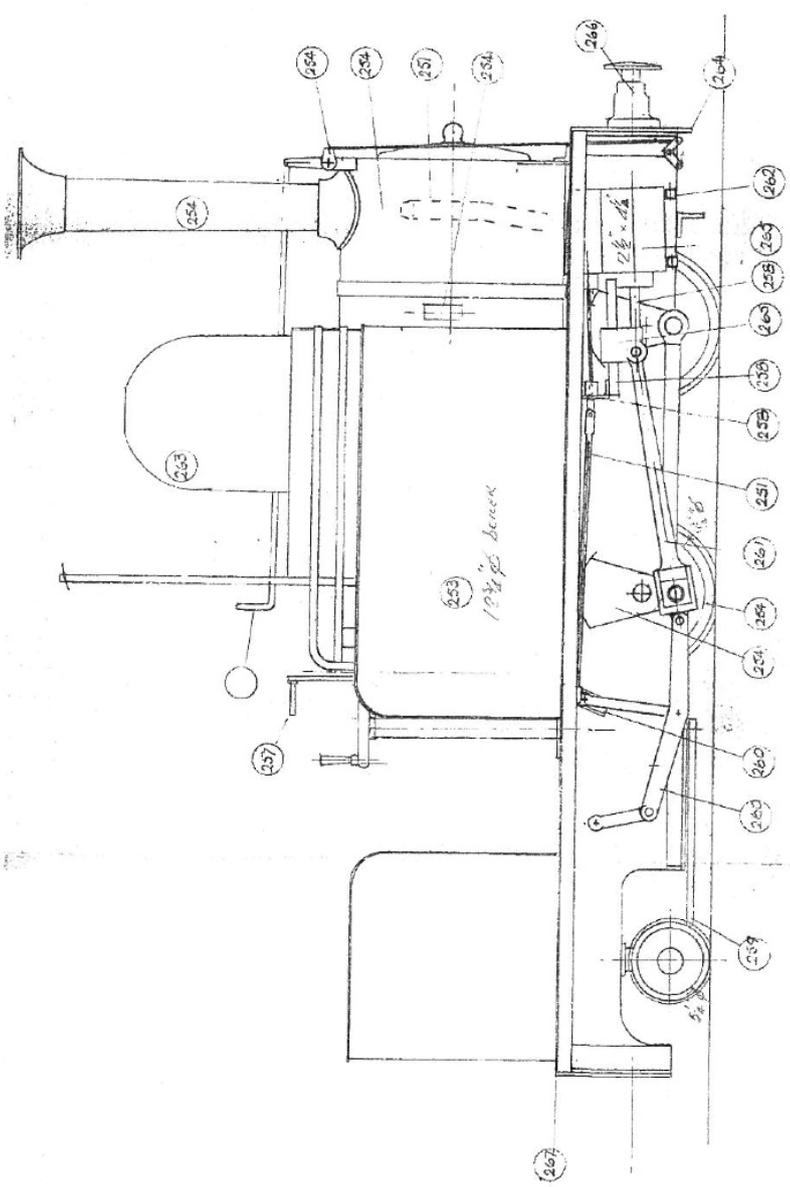


TINKERBELL TYPE LOCO

GENERAL ARRANGEMENT
 STEAM ENGINE

ROGER MARSH & CO. LTD
 BRUNNEN STRASSE
 COLOGNE 1, GERMANY

- ORIGINAL COMPONENTS.
- 250 GENERAL ARRANGEMENT
 - 251 LEANING PIPE & VALVE ROD
 - 252 CANK AXLE
 - 253 SIDE TRANKS
 - 254 CHIMNEY & BOILER DOOR AXLES & CRANKS
 - 255 BOILER ORIGINAL MARINE TYPE
 - 256 AIR-BLOWER & SUPERHEATER
 - 257 REGULATOR & SAFETY VALVE
 - 258 REVERSE LEVER, AIR-STOP & BOILER DOOR
 - 259 PONY TRUCK, FIRE BRICK CHIMNEY & PIPE
 - 260 VALVE GEAR
 - 261 SIDE ROOPS
 - 262 DOWN LOCKS
 - 263 DOME COVER
 - 264 MAIN FRAME
 - 265 AXLE BOX
 - 266 BUFFER BEAM
 - 267 CYLINDER, STEAM TRUCK, WHEEL & SPRING
 - 268 BUFFER COUPLINGS - SAFETY VALVE
 - 269



2011 Per-Way Maintenance Report

Our monthly track workdays have continued and my thanks go out to the volunteers who have assisted in this work over the last 12 months. Another 1000 plus plastic sleepers have been installed by the crew working on the track. We have seen the completion of one of the biggest track replacement projects CMR has seen for many years, being 66m of track and roadbed replaced in their entirety in only 2 weeks work. This has been a major improvement over the old track that suffered heavy damage from vehicle traffic. Further projects of this nature are planned for the future, the biggest of which, Fern Road, is underway now – but more on that later.

We are well on the way to achieving the complete upgrade of the main running lines. Re-sleepering has been continuing in-between other larger projects, with the result that the Wilson line is now at approximately 80% plastic sleepers, with the Canning area not far behind. As well as this, the short-loop and car park loop have both had extensive work done with further new sleepers installed in these locations. Canning was not left out, with further re-sleepering being done in the convention loop and Honiton Cutting.

Thanks to Don Bowyer and his milling machine, we have almost enough material to hand to replace and or remediate every expansion joint on the railway. It is intended now to start this work once the cooler weather sets in, as we will be making extensive use of the angle grinders to carry out this project. Once done however, this alone will further raise the standard of the track. These joints will be fitted with Stainless Steel bolts with a tighter clearance than the original joints; eliminating the big steps we currently get in the joints. It will be a lengthy process, one I envisage will go into next year as well, however the net result of the effort will show itself immediately.

Fern Road Re-habilitation following fire damage.

Following the fire in the Fern Road area in late October, approximately 70m of track was destroyed by fire fighting appliances attempting to gain access to fight the fire. There are a number of reasons why this occurred, ranging from an insufficiently marked designated fire access road, to the amount of smoke in the area making any other means of access non viable. One of my long term plans had been the rebuilding of this section of the railway to overcome a ground subsidence issue in the area. This project, well part of it at least, has been brought forward and is underway now. Within a week of this report being read, a bobcat will be on site clearing a new track alignment from the top gate of the Fern Road section down to the junction at Oak Tree. Once this has been graded, a limestone roadbed will be laid, and compacted, giving for the first time a real roadbed to this section of track. This new alignment includes larger radius curves forming a large S bend throughout, with radii varying from a short 3-4m section at 60 foot, through to more generous 80 and 100 foot curves. Transitions into the 60 foot curves are much improved over the original alignment as well. Currently for this project all sleeper material is on order, being again the larger 75 x 75 square material. All rail material is on site already, and in the process of being rolled ready for welding. Welding of this rail will not take place until May / June when the weather is cool enough to be able to spend all day in a welding helmet to weld the 50+ lengths of new rail required. Completion is aimed for October 2011, to coincide with the resumption of the Summer running season. Many hands make light work, and hands will most certainly be called upon to assist with the installation of the track and the ballasting work that will follow. We plan to simplify this work where possible by use of machinery, as it is an area where we have good access, however it is inevitable that there will be some of our old friend “manual labour” involved.

Future Work

The Fern Road project will take a large portion of time and other resources for this year, however I have two other sections earmarked for similar treatment as and when approval is given to do so. Like Fern Road, these sections date back to the early years of the railway and have track of varying standards and sleeper spacings, however at the same time, they take the heaviest loadings of any section of track on the railway and as such need treatment in the near future. The plan for these again will be Tee rail on larger sleepers, and when this work is done, will see the permanent reduction of the 5” gauge network to the Canning area only.

There is also to be a small amount of rationalisation in the Canning area, with the removal of the unused dead end in the station area being considered.

I must express a great deal of gratitude to those who have assisted in this work that we have been doing, I know it has been hard but it is worth it. The Wilson line is now virtually trouble free with no track related problems being experienced for nigh on 12 months and still improving. Without the assistance of this small group of people, where would we be now?

Craig Belcher
Permanent Way Superintendent
Castledare Miniature Railway
16/3/2011

LIFE MEMBERSHIP

I'm going to talk about someone who has been a member of the railway for over 25 years. In his early years he was involved in digging out the cutting but then there was some time when he was not very active due to ill health. When Ken Belcher became secretary he did a ring around of all members to try to improve members participation and this particular member told Ken he did not think he had a great deal to offer CMR as he was not that interested in the running of trains.

Fortunately Ken convinced him that his skills and time could be used in other areas so this particular member once again became involved. Some of the skills that this particular member brought with him were his ability to dig deep straight trenches in soft sand, build embankment retaining walls from all manner of materials on hand. Make picnic tables, storage racks, shadow boards, paint anything and everything even if it moves, clean toilets, put out the bins at the start of run days and then empty them and put them away at the end of the day. When he is not working at CMR he spends some of his time building model Land Rovers and its variants and also model scale Trucks.

His run-ins with councils and other institutions are legendary and he is never short of words. He can in fact talk on just about everything and anything and if you are unable to give your time to listen, when you next see him he has the ability to take off just where he left off.

Of late he has not been in the best of health and has been having treatment for this. Even with this he still has managed to keep up his involvement at CMR. He is more than willing to give you blow-by-blow reports of his present condition and its treatment in minute detail. He would actually make a very good ambassador for the promotion of men's health issues and awareness.

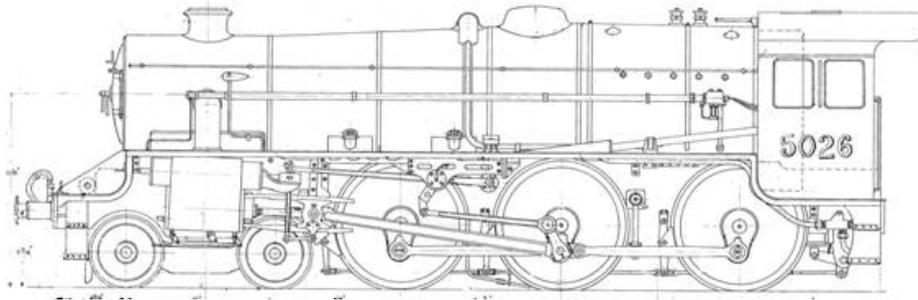
I am of course talking about Keith Price or as he is commonly known, STORK.

Until recently Keith could be found at CMR many days of the week and at various times working away on his many projects. Over the years he has taken on the role of de-facto caretaker and security. He does not drive a car, opting to take the bus wherever he goes most of the time even fetching tins of paint and such like by bus. The rest of the time he walks everywhere but then he does have long legs to get him places faster than most. So because of Keith's dedication to CMR and his tireless efforts over the years in maintaining and working around the railway, doing the jobs the rest of us choose not to or just plain ignore.

The Committee has this year voted with much pleasure to present Keith with Life Membership of Castledare Miniature Railway, and it is our hope that you are soon back to full health and will be with us for many more years to come. Congratulations Keith.

Roger Matthews

PLANS & CASTINGS FOR SALE



7 1/2 "GAUGE 4-6-0 BLACK 5"

LENGTH OF ENGINE AND TENDER: 92"
WIDTH: 14"
HEIGHT: 19"
CYLINDERS: 2 ! "x 3 # "
DRIVING WHEELS: 8 7/8"

CASTINGS INCLUDE:

DRIVING WHEELS, TENDER WHEELS, CYLINDERS& COVERS, VALVE CROSSHEAD GUIDES, SMOKEBOX DOOR & RING, TOP FEED CASTING

PLANS FULL SIZE"MODEL SHEETS & IN BOOK FORM,CONSTRUCTION ARTICLES,FULL SIZE RESEARCH BOOK,

PRICE: \$1500 ONO

WORTH OVER \$2000 TO BUY THE CASTINGS FROM THE UK
NOT INCLUDING FREIGHT

ENQUIRIES: ANDREW PH. (08) 8284 8830

Notice Board

For Sale

71/4 Black 5 chassis, complete and working on air. Tender almost complete. Copper boiler, silver soldered by Bob Brown and pressure tested certified.

Reason for sale, failing strength and health! Buyer collects.

Can be inspected at:

4, Glenelg Way, Mandurah.

Telephone: 9582 0334. Cliff Pole

Price: \$25,000.00

For Sale – CMR DVD and CMR logo sew-on patches

Don Bowyer was commissioned to put together a CMR DVD depicting our history as well as some current footage. He has done an extremely professional job and the first batch of DVDs sold out quickly. A second batch is now on sale and can be purchased from the Canteen at \$5 each.

CMR logo sew-on patches are also available from the Canteen at \$5 each.

Private Parties

Please note that Private parties, held on Public run days, MUST operate from the designated station of the day.

Security

Members are reminded not to leave valuables on display in parked cars. Vehicles parked on the top car park have been broken into.

MESSAGE FROM THE EDITOR

Please do not forget to advise the editor if you change your email address, or home address. This will ensure that you always receive your Cinders and Soot notification, or 'snail mail' copy. Thank you.

If you wish to contribute an article to Cinders and Soot, please note that the closing date is the 15th of each month. Please send your contributions to Trish Stuart at the email address on the page 2.

Thank you to all those who have submitted articles in recent months, our readers have told me that they appreciate them – keep them coming.
