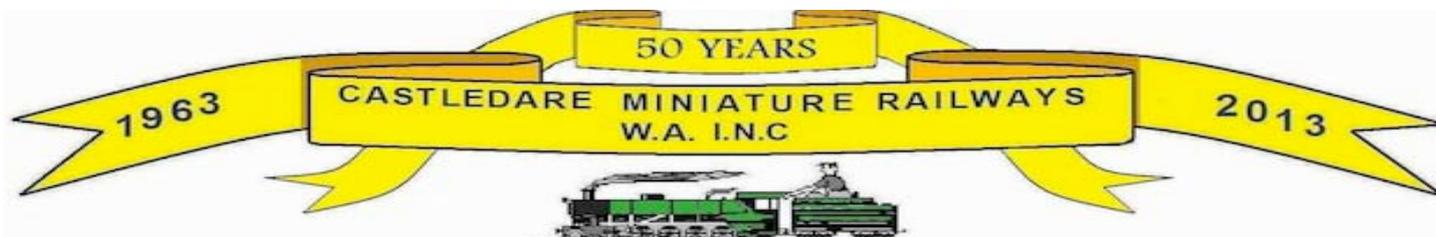


**CASTLEDARE
MINIATURE RAILWAYS**
W.A. (INC)
www.castledare.com.au

APRIL 2013
ISSUE NO: 318



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 19th April 2013

President:

Craig Belcher - Ph: 9459 6495 Mob: 0417 984 206
Email: craig.belcher@bigpond.com

Vice President:

Chris Doody – Mob: 0498 473 119
Email: cdoodyc@gmail.com

Secretary:

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

Minute Secretary:

John Watson – Ph: 9458 9047

Treasurer:

Tania Watson – Ph: 9479 5045

Committee:

Les Smith – Ph: 9314 6382 Email: ausrail@box.net.au
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, John Watson, Vic Jones, Eno Gruszecki
Guards & Safe working – Keith Watson, Trish Stuart, John Watson, Vic Jones, Eno Gruszecki
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

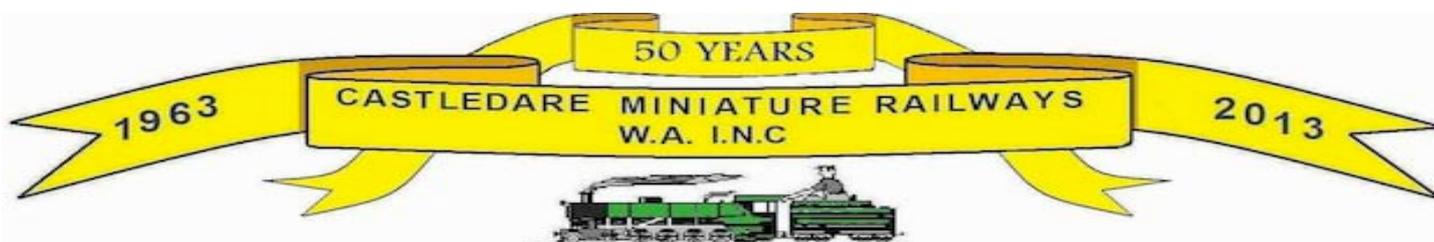
First Aid Officers: Keith Watson, Tania Watson

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: Craig presenting Roger Matthews with the 2012 Clubman of the Year Award

Photographer: R. Stuart



The President's Annual Report

Run Days:

Our run days continue to remain popular with the public – in particular our mid month runs from Wilson Park where birthday parties are a regular feature. Our operating procedures have now settled down following the changes to ticket punching and the added involvement of guards in the handling of passengers on the station over the last year or two. The use of a number of diesel hauled trains certainly does help move the numbers, having said that, personally speaking, I'd love to see a bigger steam presence.

Membership:

We have been fortunate enough to again gain a couple of new members, who are starting to get involved on running days and shown enthusiasm in obtaining various qualifications and further expanding the diversity of our membership. Having said that, we can always use more hands and to this end, we will be actively seeking new members to join our ranks, through avenues such as the AMRA model train show etc.

Club Finances:

Tania has again done a great job of managing the club's finances, and I believe the audit report will reflect this. Over the last few years the members of CMR have worked hard to put the club in the position we are now in, of actually having a financial buffer of sorts for major expenditure and redevelopment to be able to occur. I am pleased to be able to say that at our most recent committee meeting, the Management Committee accepted and approved a "capital development plan" for the next 12 months, which forecasts a fairly substantial expenditure on relatively major projects to improve various aspects of the railway. While a high figure, I believe it is necessary to ensure that we finish what we have started or "in the works" and leave us with a clean slate to start again, and truly work towards the club's future. This expenditure will be spread across member contribution projects as well as a couple being handled by outside contractors, as deemed appropriate.

Locos:

Overall, the club owned fleet has performed as expected, barring the usual regular maintenance issues. We welcomed Dependable back into traffic in exchange for Comet Vale, which has been temporarily withdrawn from service in order to receive an intermediate overhaul and tone up in readiness for our 50th celebrations. I am also pleased to see a couple of older generation locos returning to the rails occasionally in the form of Judi and Karalee, both true tangible links direct to the clubs history. But I also look forward to seeing new engines arrive at the railhead. As well as the regular progress photos of Don's new masterpiece evolving.

Media:

Cinders and Soot continues to provide a means of communication to the membership, however it would be great to see input here from members. I'm sure the Hon. Mrs Ed. would love to field some more articles – How's that new loco project going?? The club now has access to an A3 capable colour laser copier, which, whilst not currently being used for Cinders and Soot production, does open up some possibilities for the future.

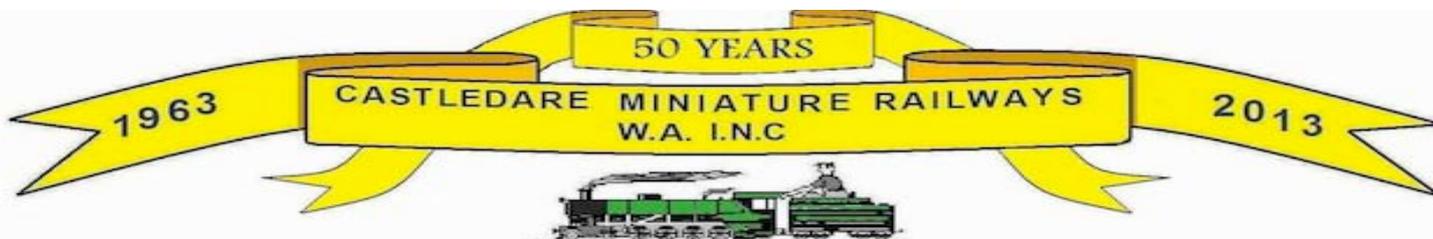
The Club's website continues to build as a major form of advertising for us. It is very hard to truly gauge the effect of the site, however it remains the best and most controllable form of advertising available to the railway. Like Cinders and Soot, it could benefit from contribution of the members; with space available for articles relating to your locos to be added. My thanks go to Trish Stuart and Mike Crean for their efforts in publishing, maintaining and updating their respective fields.

Canteen:

The Canteen continues to provide good service to both the members and our patrons. As this year progresses, we will see the introduction of a few items to the souvenir range for the 50th, all of which will be limited in quantity and likely never reproduced. My thanks to the ladies of the club who volunteer to go on the monthly Canteen roster, as with the Duty officers roster, it is one less thing to worry about each month to know there is somebody there.

Membership Involvement:

Membership involvement on the whole has been positive. A club is only as strong as the membership will allow it to be, and on this point, CMR rates highly. The members continue to pull together when the call goes out. Arguably the hardest task we have on hand is track maintenance, and it is extremely pleasing that in this last 12 months, we have completed a 10 year + effort to re-sleeper the entire main line, along with various other secondary trackage along the way. Crews are now moving on to expansion joint replacement with the intent of completing as many new joints as possible.



Elsewhere, we have seen major overhauls of the Picnic area, and continued work around the grounds, rolling stock and facilities.

Future Projects:

As hinted at earlier, there are big things ahead in the next twelve months. The capital development plan is to guide us through major projects and allow us time to put together a longer-term plan on the railways future investment/development directions. The Committee set a date of January 2015 as the go/no go point for the footbridge, be it replacement or total overhaul and refurbishment. After many discussions we now need to put a definite plan in place to ensure this structure or its replacement is able to see us in good stead for the future. My thanks to Roger for the great deal of work he has put in to the bridge over the last 12 months to give us this life extension, and defer the hard call for a bit longer. Additional focus will also be placed on rolling stock in the next 12 months with a view to improving the braking capacity and draw gear of our trains and improving the overall safety of the railway we run. Further development of grounds and facilities will also take place with the expansion of the Picnic area and some long overdue repairs to the awning around the Canteen building, as well as some improvements to the member's facilities in the clubrooms, and potentially, the setting up of a Library.

My Special Thanks:

Always fraught with danger in regards that I am bound to leave someone out. However, I would like to take this opportunity to thank some individuals personally. "Wednesday crew", continues to work away at many and varied projects from bridge and building repairs to the dealing with unwanted white ant nests in shipping containers. Their efforts are greatly appreciated. As are the efforts of the regular Saturday Track work crew. The track work crew have achieved some fairly major milestones over the last 12 months, and more to come as we edge closer to the complete upgrading of our mainlines.

Geoff Thompson, who quietly has been working away on various garden beds, is doing a great job, and it's great to see the railway getting greener. My thanks also to both Roger Matthews & Richard Stuart for their support, assistance and counsel in my maiden year in the job. It has been invaluable, especially in times of frustration; it always helps to get a different perspective. My thanks also to the committee for the effort they put in month in month out to ensure the club is managed well.

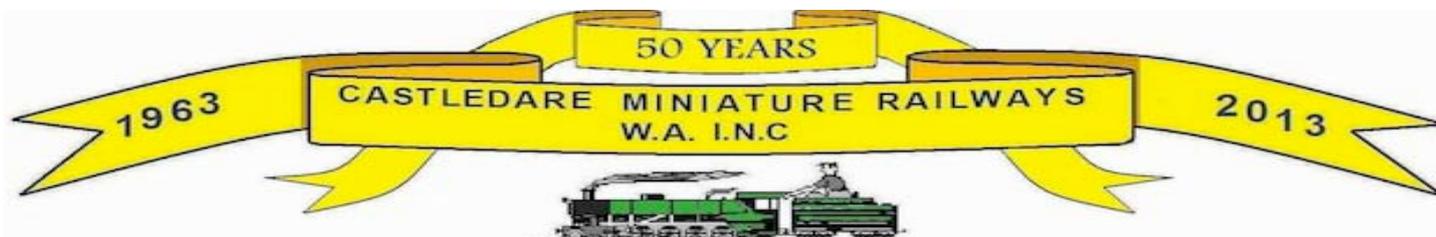
My apologies if I have missed anyone, but as a general thought, I would like to thank all members for their involvement and input to the railway. As members of a club such as ours, each member puts in what they can, when they can, how they can. And every member can be proud of what we achieve collectively as a whole, as well as what they themselves achieve alone. Every effort goes to improving the railway. Let us all continue to improve what members, both past and present, have worked so hard for over the years, and enjoy this milestone year in the club's history.

Craig Belcher
President, Castledare Miniature Railway
19/4/2013

Clubman of the Year:

My next task is one, which gives me great honour. The original concept for this award was to commend and encourage members, other than committee members, who have made a valuable contribution to the club. This year the award goes to just such a person. I have known this year's recipient for a lot of years now, and I'll admit, never thought I would find myself in a position to do this. While this award is referred to as the Club member of the Year, this year's recipient is being rewarded for a longer period of service to the club. Having held various positions on the committee and the executive, over the last 20 years, and taking care of a large percentage of the "green keeping" around the railway over that time. As well as these, there have been more recent efforts focused on other projects such as the acquisition and return to service of Dennis P Moore and the refurbishment of the footbridge.

It gives me great pride to award CMR Clubman of the year for 2013 to Roger Matthews.



FROM THE SECRETARY'S DESK

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

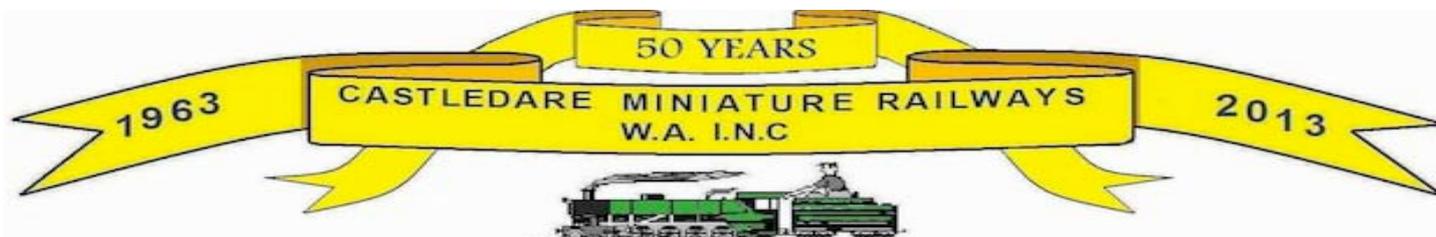
- Safety Management System being put together – a work in progress at this stage.
- Private bookings have already commenced for this year with the Retinitis Pigmentosa foundation in May – please refer to the calendar of events.
- Work has commenced on the breezeway/clubroom upgrade. The first part of this has been the relocation of the work wagon to the diesel shed [following a re-arrangement of the loco storage area] and the removal of the work wagon track. Work will continue on this over the next few months with, hopefully, completion prior to October.
- By the time you read this, the club's AGM will have concluded. Please refer to Page 2 of this magazine for the current listing of the Management Committee for your club.
- Work has commenced on the new handrails for the dual bridge – the welding of the frames was outsourced and this part of the job has now been completed and the rails returned to the club for the next stage
- Decking for Bayou Bridge has been ordered.
- SRT approvals [subject to some conditions] for the plan submitted last July have now been received. President & Secretary to seek further clarification on a couple of issues.
- Various avenues of publicity discussed – Secretary to follow up
- Work progressing on foreshore management document required by the SRT



DATES FOR THE DIARY:

Please mark these dates in your diary, with a note on the fridge or even in your mobile phone – whatever works to remind you of what is happening ! !

Month	Day	Date	Event	Times	Canteen	Duty Officer
April	Friday	19 th	AGM	6.30pm		
	Saturday	20 th	Work day	From 9am		
	Sunday	21 st	Public Run from Wilson Station	From 9am		Trish Stuart
	Wednesday	24 th	Work day	From 9am		
	Saturday	27 th	Work day	From 9am		
May	Wednesday	1 st	Work day	From 9am		



	Saturday	4 th	Prepare the railway	From 9am		
	Sunday	5 th	Public Run from Niana Station	From 9am	Kathy Watson	Rod Bradley
	Wednesday	8 th	Work day	From 9am		
	Friday	10 th	Committee Meeting	5.30pm		
	Saturday	11 th	Major Work Day	From 9am		
	Wednesday	15 th	Work day	From 9am		
	Friday	17 th	Work night	From 4pm		Evening meal provided
	Saturday	18 th	Work day	From 9am		
	Sunday	19 th	Public Run from Wilson Station	From 9am		Trish Stuart
	Wednesday	22 nd	Work day	From 9am		
	SUNDAY	26TH	PUBLIC RUN FOR RETINITIS PIGMENTOSA GROUP	FROM 9AM		

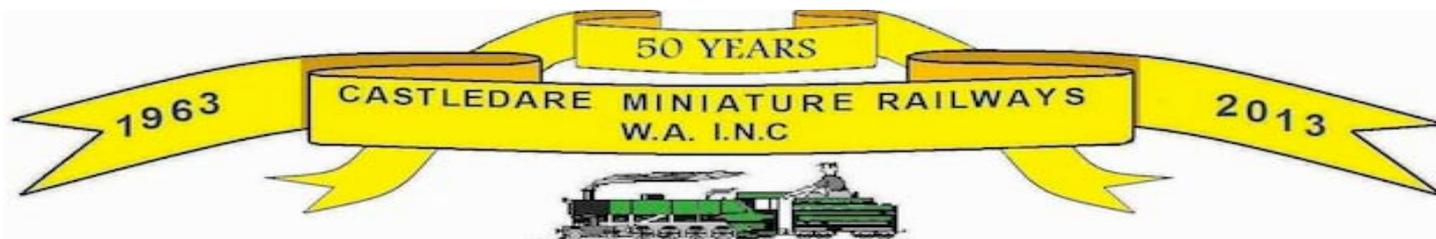


And the planning continues towards October 2013 !

The Registration Form for the birthday weekend is now available and has been forwarded to Mike Crean for uploading to the CMR website. From here, you can download the form, complete and return it to the relevant address.

Commemorative badges have been ordered and these will be available on a 'first come first served basis' – limited number to be offered for sale – these have now been received and will be on sale in the canteen on the May 1st Sunday run day.

The other souvenir item with the 50th Anniversary logo on them has now been received and is also available for sale via the Canteen.



If any of the members have any ideas for inclusion in the weekend, please feel free to let me know your thoughts.

I look forward to the participation of all members in whatever capacity you are able to offer.

*Sue Belcher,
50th Anniversary Co-Ordinator*

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LIBRARY STORAGE:

As will be seen from the Committee notes, work on this project has begun and will be completed in conjunction with the breezeway and clubroom upgrade.

Next step is to permanently brick up both sides of the doorway, including a new door frame and metal clad door, [near the steps to the yard] in an endeavour to provide a little more weatherproofing and security.

In regard to the magazines, there are several boxes of duplicate issues and the committee has agreed to offer these for sale [50c each] firstly to the members. They include Live Steam, Model Engineer, AME and a number of back copies of our own club magazine Cinders & Soot [which is free to members, of course].

It is planned to appoint a “custodian” of the library once established and this will, hopefully, enable some sense of order to be maintained with the books stored – if you are interested, please let us know.

In addition to these magazines, we have a large number of hard cover books, videos and dvd’s that have been donated to the club from a deceased estate [currently in lots of boxes in our pool room]. These will, in due course, be added to the collection at the club and available for members to appreciate.

WORK DAYS:

As usual, there are always many and varied tasks of routine maintenance to be performed around the club. Quite a lot is achieved by the Wednesday work crew but there is always room in the crew for more to join in. The Saturday major workdays generally have a good turn up of members and a lot of progress can be made on these days with various projects.

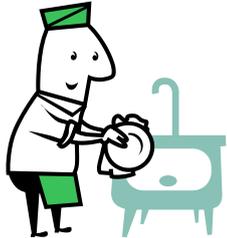
If you are unable to join in on a Wednesday, there is also a small band of members who are regularly at the club on a Saturday morning – don’t wait for a personal invitation – it is your club, feel free to come down, participate in some routine maintenance type tasks and enjoy some social interaction with fellow members.

If any members are on holidays from work, or simply want to contribute and help their club’s progress, simply turn up on a Wednesday or a Saturday morning and join the crew. All help appreciated and will benefit your club.



HOUSEKEEPING:

Just a note to **ALL** members – when utilising the facilities in the clubrooms – tea, coffee etc. – **PLEASE clean up after yourself** – other members are not there to clean up after you. If we all look after and clean up after ourselves, the clubrooms will be a much more pleasant place to visit.



NEW MEMBER/s:

Brian Dawes and his partner Lyn have recently joined the ranks at Castledare. Brian is now the proud new owner of the small steam locomotive named Emily – built by CMR member Paul Meadwell. Welcome aboard!

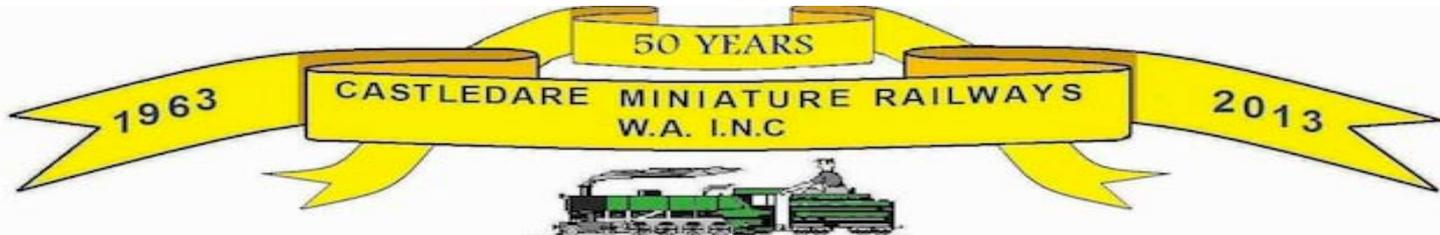
2013 AGM



CMR executive committee members.



Some of the 29 members who attended, enjoying tea.



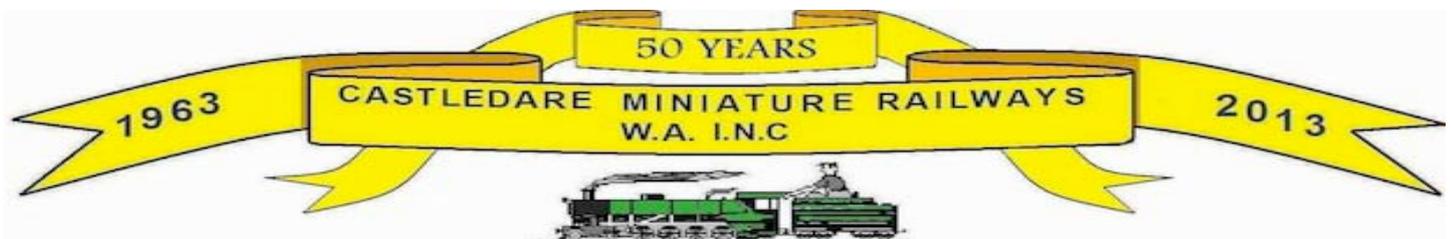
Castledare Gallery

◆◆◆ 2013 AALS Convention – QSMEE ◆◆◆
(Photographer – R. Stuart)



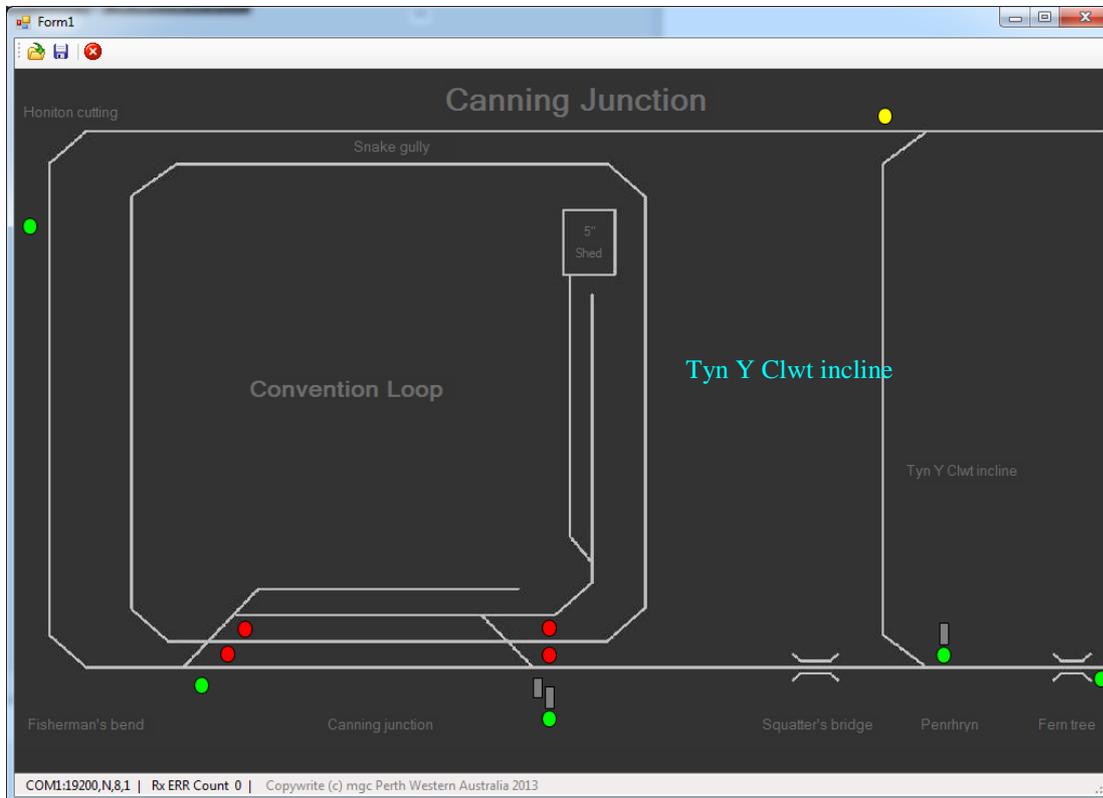
1963 50 YEARS CASTLEDARE MINIATURE RAILWAYS W.A. I.N.C 2013





[Some information of interest for our members.](#)

How I came up with the name *Tyn Y Clwt Incline* for the incline behind the clubrooms.



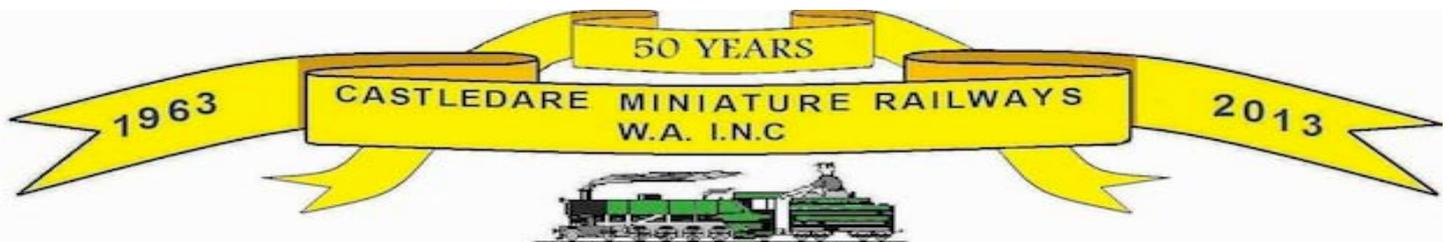
BRIEF HISTORY

The Penrhyn Quarry Railway dates back to 1801 when Lord Penrhyn's land agent Benjamin Wyatt designed a narrow gauge railway to link Penrhyn slate quarries at Bethesda with Port Penrhyn at Bangor, North Wales, a distance of some six miles. Wyatt would incorporate a short section of existent track then known as the Llandegai Tramway constructed in 1798 to link Port Penrhyn with a flint mill near Llandegai village.

The railway took a very direct route and consisted of four level plains divided by three inclines, the first at Maesgeirchen near Bangor the second at Dinas near Tregarth and the third at Tanysgafell known as Tyn Y Clwt incline. The railway was completed in 1801 and featured iron edge rails three feet in length and supported on slate and stone blocks. The gauge was measured from rail centre to centre, which gave a gauge measurement of two feet. However, when the measurement was taken from inside the rails, Penrhyn Quarries ended up with the rather unusual gauge of one foot ten and three quarter inches, a gauge that was adhered to throughout until closure in the 1960's.

The railway was operated by horses working between the inclines pulling up to around twenty rustic wagons laden with slate.

The original railway was becoming increasingly decrepit by the 1870's and competition from the Caernarfonshire quarries prompted action. The first development in the improvement scheme took



the form of the Tyn Y Clwt incline deviation completed in 1876 and extended from the north side of Felin Fawr to Hendurpike with a gradient of 1 in 35.

This significant improvement meant that for the first time, a steam locomotive could be used between the quarry and the head of Dinas incline a distance of some one and a half miles. Penrhyn had taken delivery of their first steam locomotive in 1875, a rather strange machine that carried the name George Sholto, built by Henry Hughes & Co at Loughborough and supplied by Augustus Beatson on behalf of his father John Beatson of Derby, this locomotive was put to use on the new section of railway but proved to be quite unsuccessful.

A trio of DeWinton mainline locomotives were ordered in 1876, again rather strange rare machines but of a conventional locomotive design featuring horizontal rather than their trademark vertical boilers. These were named Edward Sholto, Violet and Hilda.

In 1924 Penrhyn purchased three 2-6-2 Baldwin locomotives for use on the mainline, however, constant derailments and lack of refinement meant that they proved to be no match for the Hunslet product. The locomotives named Felin Hen, Llandegai and Tregarth were withdrawn from service after just three years.

The Penrhyn Quarry Railway officially closed to traffic on the 24th of July 1962, however, Blanche worked several slate runs after this date before being loaded onto a lorry at Felin Fawr in December of 1963 destined for Porthmadog. The six miles of bullhead railway track between Felin Fawr Works, Bethesda and Port Penrhyn, Bangor was donated to the Ffestiniog Railway and was lifted in 1965.

PRESERVATION

Thoughts of preserving the Penrhyn Railway date back to the spring of 1962 when the decision was taken to close the mainline. The Penrhyn Quarry Railway had for years, evoked the passion of many enthusiasts who had appreciated its uniqueness and historic significance.

A preservation group was established in 1962 and became known as the Penrhyn Railway Preservation Society, this group worked tirelessly for almost three years amassing a significant membership. Although most of the infrastructure was at that time, still in place, they faced major obstacles in trying to gain access to the railway.

TODAY

Fifty years later and the Penrhyn Quarry Railway is slowly being revived by Felin Fawr Cyf, a local company that owns the Felin Fawr Works site and additional track bed. The first phase of the restoration at Bethesda has been restored and handed over to Penrhyn Quarries limited, a company responsible for the heritage aspects of quarrying and transportation in the area.

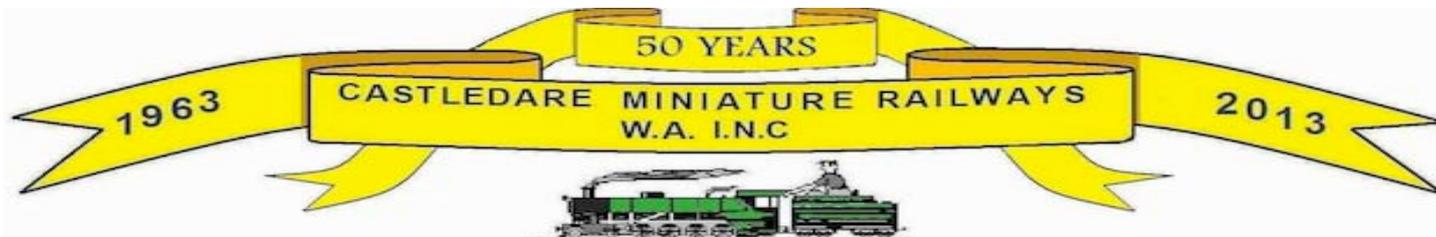
This is an extract from the web site. <http://www.amutek.co.uk/penrhyn/index.htm>

Acknowledgments to

Felin Fawr Cyf

Felin Fawr Works, Bethesda, Bangor, Gwynedd. LL57 4YY

Cheers
Mike Crean



AMRA MODEL RAILWAY EXHIBITION 1st – 3rd JUNE

This is held over the long weekend in June. I am looking for volunteers, if you can help at any time over the weekend or assist in the setup, take down, or manning the stand, please let me know as soon as you can.

You can contact me by phone or email:

Phone : 0498 473 119

Email : cdoodyc@gmail.com or chris.doody@fisherpaykel.com

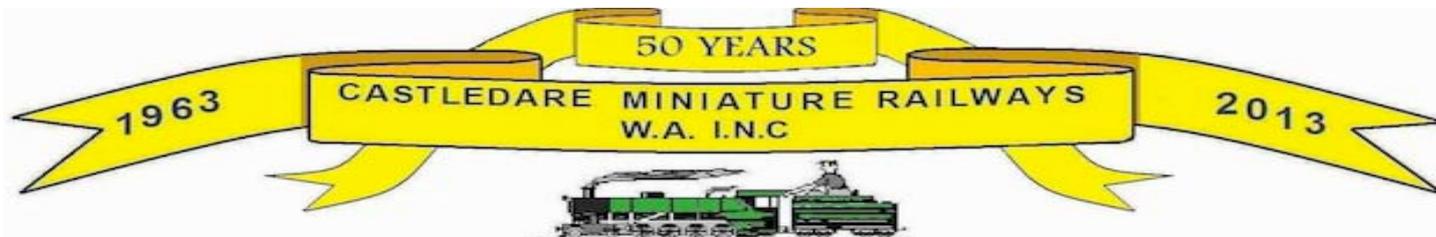
Please note: For security reasons, a list of volunteers is to be provided prior to the event so security Badges can be produced. This year security is going to be a lot higher so badges are to be worn at all times.

This is a busy weekend for the club as we also have two run days over this weekend so, if you can help it is greatly appreciated.

Thank you
Chris Doody

Les (Millman) & Kylie's Wedding





Notice Board

Garden Mulcher For Sale

The machine has had little use since being purchased and is therefore in very good condition. If any members are interested it can be seen at the railway, in the compressor room. It is for sale by tender, with bids to the secretary.

Turf Alert



If any member has clumps or runners of Buffalo grass to spare, could they please bring it down to the club for planting in the picnic area. **HURRY, SPACE SELLING FAST ☺**

Contact Les Smith for more details – thanks!

Pyrocrete anyone?

I have a bag of Pyrocrete for firebox lining and smoke box flooring. If anybody requires some, just ask. I will seal the bag etc so that it will last.

Les Smith

MESSAGE FROM THE EDITOR

Changed your email address, or home address? If so please do not forget to notify the editor. This will ensure that you always receive your Cinders and Soot email notification, or 'snail mail' copy.

If you wish to submit an article for inclusion in Cinders and Soot, please note that the closing date is the 15th of each month. The format should be; Word, Arial font size 10.

Please send your contributions to Trish Stuart at the email address on the page 2.



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Applied Fire Technology (08) 9478 3362



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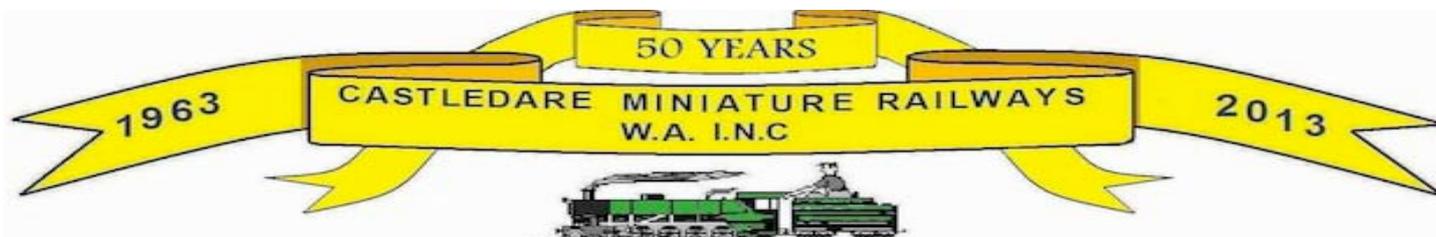


Dingo Australia (08) 9311 9811



Fireless Fire Services (08) 9371 6913

Fireless Fire Services



KATANNING MINIATURE RAILWAY INC

Invite Castledare Miniature Railway Members

To celebrate twenty-five years running

In 2013 it's 25 years since Len Toms first established the 7¼
Miniature Railway track, later to become the
Katanning Miniature Railway

We invite you to a fun weekend at our track on Saturday 7th September from 10 am to late
And Sunday 8th September from 10.30am to 4.30pm

On Saturday it will just be for invited guests and their Locos To play trains.

Rolls, sandwiches & cool drinks can be bought for lunch
with a BBQ in the evening.

Sunday is our normal run day and we invite you to help us give rides to the general public. If you have carriages you can bring that would be a big help.

Rolls, sandwiches & cool drinks can be bought for lunch.

Our track is 7¼ gauge and we have a secure loco shed, turntable and steaming bays - coal provided.

Must have a current Boiler Certificate

Cost for the weekend \$20.00 per person for both days

Tea & coffee on tap all weekend.

Saturday night BBQ \$20.00 per person, to cover meat, salads & sweets.

Hotel, Motel, Bed & Breakfast accommodation in Katanning,
Caravan Park, Kobeelya conference Centre Leaflet attached. Locos can be put in our shed Friday night if arrangements are made beforehand.

R.S.V.P. by 19th August to
18 Beach St Katanning 6317

Phone/Fax 08 98214390 Mobile Derek 0427212967 Or Julie 0458214390

Email abj@westnet.com.au

BELOW IS A LIST OF ACCOMMODATION IN KATANNING:

All Accommodation is within 5 minutes of the Miniature Railway.

MOTELS

New Lodge Motel. 168-172 Clive Street. Ph 08 98211788 Fax 08 98211364

Katanning Motel 38 Albion Street (2 minutes from Miniature Railway)
Ph 08 98211657. Fax 08 98211930.

HOTEL Federal Hotel, 111 Clive Street. Ph 0898211010 Fax 08 98215045

KOBEELYA Conference Centre Kobeelya Ave. Ph 08 98212214
Fax 08 98212235. Budget Accommodation for groups & families.

BED & BREAKFAST

Woodchester. 19 Clive St. Ph/Fax 08 98217007

Sunbeam Caravan Park. Next to the BP Service Station. Ph 08 98211155
No on-site vans.