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**CASTLEDARE  
MINIATURE RAILWAYS**

W.A. (INC)  
[www.castledare.com.au](http://www.castledare.com.au)

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**NOVEMBER-DECEMBER 2010**

ISSUE NO: 292

**Castledare Miniature Railway**  
P.O Box 337  
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All information on this page ratified by Management Committee on 12th March 2010

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**The Castledare Miniature Railway is sponsored by:**

Coal Supplies: The steam locomotives at the Castledare Miniature Railway operate with coal supplied by Premier Coal.  
Printing: Burswood Employee Social Club subsidizes Printing costs of this magazine.

**Cover page:** Coaling the 'Earl' at The Welshpool & Llanfair Light Railway – Powys, Wales

**Photographer:** R. Stuart

## President's Report

Members who have been to the railway this month will be aware of the damage suffered to about fifty meters of track at Fern Road due to fire trucks running over the track to deal with a fire in the trees and scrub there. Unfortunately, although there is a fire access road close to the railway gate, due to the large volume of smoke and also no signage and an unfamiliar fire crew to the area, they opened the track gate and drove over the track to get to the fire. This means unfortunately we are left with a large amount of work to repair the damage. I'm not blaming the fire crews, it's just an unfortunate consequence of what is thought to be the result of a firebug.

On Friday 12th November members of the committee attended an on site meeting with the relevant stakeholders to discuss both future fire crew access and what CMR needs to do to replace track. The meeting was a very positive one with what I think will be a good outcome for all parties. Firstly there is to be a lime stone track from the existing fire access that will run behind the bank north of the track and will have a turning area for fire trucks just beyond and to the side of the present dogleg in the track. There will be bollards placed each side of the track by the gate to prevent vehicles entering and driving over the track and new signage showing where the new fire access track is.

The old railway track from the top gate down to the triangle will be lifted, with the damaged sections cut up for scrap and the good track put into storage for use in the engine shed area when that is redone. The plastic sleepers will also be stored for reuse around the railway. The track will be realigned slightly to take out the dogleg and give more room for the new access track. It is hoped to use the services of a bobcat to dig out the sand of the new track bed and re-lay with road base as we did recently when the new T rail section from the double bridge was put in. New T rail track will have to be made and then laid on the larger sleepers and then ballast put down. This will hopefully give a much more stable and stronger track than was there before.

As you can see this will take time and money but it is hoped to have the earth works finished fairly quickly. As always any help that members can give will be greatly appreciated by the Track Master, so please make yourselves known to Craig if you are able to assist.

As the Fern Road track will be under repair for all of our summer running it is intended to run Steam trains via the loop past the lagoon with two circuits of the convention loop and then via fisherman's bend, and all other trains will run to Wilson and via fisherman's bend. This was what happened for the November run, but we hope to have installed electric points controlled from A box by the December run day. Thanks to Jeff Thompson and Rob Cairns and anyone else I was not aware of for manually operating the points last run day.

There are still one or two members who feel the need to make negative comments regarding CMR track, rolling stock, locos, signals and other areas of operation. Now everyone is entitled to their opinion, be it factual or mere uninformed ideas of how things should be, or not be, done. What no member has the right to do is make negative uninformed criticism or even denigrate other member's hard work to other members, especially newer members. CMR is now 47 years old and it is only reasonable that equipment that was made by members of years gone by will now need repairs and in some instances upgrading or even scrapping altogether. Members need to realize that a lot of hard work and also member's time and often money have gone into making the railway what we have today. Yes there is always a need to improve but that does not give members the right to rubbish and denigrate what has gone on before. CMR has for the last 10 years kept records of equipment, its condition and maintenance. The very fact that we have not had a major incident shows that basically things are in good order. There is however always room for improvement and as always that comes down to the time and different skills members have, and are prepared to help in maintaining our railway. Something to remember is that both in the early years and even now rolling stock and locos are made using secondhand parts especially regarding motive power. This does not make them less safe but it does mean that more work is at times needed to maintain them in a good and safe working condition. If any member feels he or she is aware of things that they think are wrong, especially of a technical nature or perhaps unsafe, then make your concerns known to the committee. Better still if you have the knowledge and capacity to make improvements offer your time and services to remedy what you think may be of concern.

In the last Cinders and Soot it was nice to see Richard's report and Trish's photos of their annual trip to the Old Dart and its preserved railways. Maybe one day they will write a book on their many visits ☺

It was also good to see photos of Keith's (Stork) handiwork which as we all know is always ongoing, most recently the painting of the steam shed doors and gutters with the diesel shed to be done next I'm told. It's what Keith does along with the Wednesday Crew and also other members, slowly but steadily, chipping away at what is mostly general maintenance but is none the less a very important role in maintaining the Railway in a safe and presentable manner to our patrons. Even just cleaning wagons and club locos can sometimes show up problems that need fixing long before they result in a breakdown.

Our run days continue to be steady which keeps the money coming in and with the need to replace track at Fern Road being an unexpected expense on top of all the other ongoing projects is just as well. The Canteen also is showing good returns with a more modest range of food and drinks, so my thanks to all the ladies involved in the running of the "Choo Chew Café".

I am reliably told that Xmas is not so far away which means a busy time for CMR and its members with quite a few private runs, the dates and times of which are in this Cinders & Soot. If you are able to assist in any way please contact Ken and see what is required, as depending on the number of people booked in the party it will depend on how many CMR staff are required. What we try not to have happen is members just turning up and then finding they are not needed and your time is wasted. I should also remind all members that there will **not** be a run day from Niana on Sunday 2<sup>nd</sup> January 2011. There will however be our normal Wilson run on the 3<sup>rd</sup> Sunday, 16<sup>th</sup> January 2011.

The calendars for 2011 are now available and if you are able to distribute some of them please talk to Ken or Tania. As I've already said this is a busy time of the year for everyone, but I hope that members will find the time to get together for the club's Xmas party on Saturday 11<sup>th</sup> December at the Riverton Hotel, details of which were in the last Cinders & Soot, so if you have not yet booked there may still be time if you contact the Secretary.

As this magazine is a combined November – December issue, I would like to thank all members for their efforts and hard work over the past twelve months. I would like to say that I fully appreciate and understand that everyone has different skills, interests, abilities and time to give to our club but every little bit helps and is appreciated.

I would also like to wish members, their families and friends, wherever and whoever you are, a very happy and safe Christmas and New Year.

Roger Matthews

President, Castledare Miniature Railway

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## Expression of Thanks:

Back in October, our club enjoyed a visit from Bob Scales from Scotland and following this and his subsequent return home, we received the e-mail below:

Ken

Pat and I are back in the UK and have spent the last few weeks trying to sort out the fall-out from being away. A group I used to work with go walking together for a week around June each year. I drew the short straw and have been trying to confirm with them all and rent a suitable large house in the Scottish highlands that can accommodate us, and where there are decent hills for walking and climbing. I think that's all now sorted for a while, however back to Castledare.

Thank you and your colleagues for a superb day, especially as it was your 47<sup>th</sup> birthday. We would have loved to stay longer but we tried to fit far too much into too shorter holiday period and had to shoot off to meet up with Derek, our youngest son who lives in Perth, his girlfriend and her parents for the evening. I was most impressed with your round house I haven't seen one quite so large and with so many very large and powerful locos in it. As for the track, well words fail me. In the UK a club with a track 2km long is exceptional, let alone 5km. It really is quite different; after travelling on the railway I can understand your initial comment about Castledare being a miniature railway, rather than a model club. There is so much to see and so much track and situation variation that it can appear to be different on each circuit giving the effect of a much longer continuous track rather than a loop. You have also been fortunate with financial support; the station in the park is palatial and looks so professional. I do like bridges that cross real rivers, and of a decent width, it gives them a purpose. We have commenced extending our track at the Scottish Model Engineering Trust and a couple of members have been busily engaged on building, what is for us, a rather large skew bridge in our workshop. They are using heavy angle making the truss design look really convincing, but unfortunately it will be crossing a large drainage ditch rather than a real river! We aim to add around 600m of track which will give us in excess of 1.2km. It is all in mixed woodland and so apart from planned parallel running sections the rest of the track will be hidden from view giving a good illusion of greater size and distance. A straight section of several hundred metre long is planned to permit some faster running. We will still have land left to add more but it would have to loop back on itself rather than being able to travel a substantial distance, as does your track.

If you or any of your members wants to visit the UK please let me know. You would be welcome to stay with us and see the track and there is a member not far away at Comrie with another interesting private railway. I can also arrange visits to tracks in England via the 7¼ Inch Gauge Society; it would depend on how long you had available.

Thank you all once again for your hospitality.

Regards

Bob Scales

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## Castledare Gallery

*(Photographer – P. Stuart)*



Friends & family gather to remember Fran as her ashes are scattered while Rob sings



Above & below, damaged track at Fern Road





Conductive Education charity run day



Crowds gather in the picnic ground



The train and station crews take a rest while Santa distributes the presents



Santa arrives by train

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## **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
- 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
- Track from the top of the drain at Fern Rd down to the dual bridge has been removed after FESA drove over it during a recent major fire in the area. The track damage is quite considerable and will necessitate a major project to reinstate it to operational condition.
- 2011 calendars are now available in the club room – please feel free to take some for distribution around your local area
- Membership fees to remain the same for 2011.
- Dependable has been taken off the roster for a complete service
- 3 gondolas which are currently stored in workshop are to be rebuilt
- Christmas function to be held on 11<sup>th</sup> December – don't forget to return your form and payment by the required date.
- Expression of interest form received from AMRA for the 2011 Model Train Show. If you have an interest in public relations and would like to take on the responsibility of organizing a display for Castledare during this show – please contact Ken so that appropriate arrangements can be made

## **DATES FOR THE DIARY:**

### **Public Run Days**

Sunday 5<sup>th</sup> December – Niana Station  
Sunday 19<sup>th</sup> December – Wilson Station  
Sunday 16<sup>th</sup> January – Wilson Station

REMINDER: No public run on Sunday 2<sup>nd</sup> January

### **Work days / nights – all members welcome to participate**

Wednesday 1<sup>st</sup> December – workday  
Wednesday 8<sup>th</sup> December – workday  
Wednesday 15<sup>th</sup> December – workday

Wednesday Work Crew Christmas Break – relax and enjoy

Saturday 8<sup>th</sup> January – TRACKWORK day  
Wednesday 12<sup>th</sup> January – workday  
Friday 14<sup>th</sup> January – work night  
Wednesday 19<sup>th</sup> January – workday

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 27<sup>th</sup> November – Private function 11am – 2pm – approx 75 people – from WILSON station

Sunday 28<sup>th</sup> November – Private function 10am – 1pm – approx 150 people – from NIANA station

Saturday 4<sup>th</sup> December – Following the preparation of the railway and general meeting, there is a private function booked from 12 – 3pm – A wedding will be held in the Niana Station area commencing at approx. 11am and following the ceremony a couple of trains will be required thru until approx. 3pm to provide rides for the wedding guests.

Saturday 11<sup>th</sup> December Castledare Members Christmas Function – details on page 10

**All of the above private functions require the assistance of members to run the day – be it operating locomotives, station staff etc. All help appreciated.**

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Congratulations to John & Edweena Smith on their achievement of no less than 5 First Prizes at the recently held Canning Agricultural Show for their handiwork with both plants and crochet work.  
Well done.



2010 has been a big year for some of our members, some with positive news and happenings in their family life and others not so positive however we should take the opportunity and remind ourselves, particularly at this time of the year, that we should take nothing for granted, live our lives to the fullest, be considerate to our fellow members and above all, enjoy the hobby and friendship we share.

From our house to yours, have a safe and happy Christmas and we look forward to a prosperous and enjoyable 2011 with our club.

Sue & Ken

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## 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.

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## **MEMBERS CHRISTMAS FUNCTION**

There is still time to book for this year's members Christmas function that will be held on Saturday December 11 at 6.30pm at the High Road Hotel Riverton. The hotel is only minutes away from the club.

It will be a buffet style meal with a Christmas theme.

Cost: \$15 for members  
\$30 for non-members

We would love to see you there, this is a chance to get together, socialise and relax – for a change – instead of working hard!

Please advise Ken or Tania, as soon as possible, if you are able to attend.

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# MERRY CHRISTMAS

From the editor, Trish

## 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 15<sup>th</sup> of each month. Please send your contributions to Trish Stuart at the email address on the page 2.

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