

**CASTLEDARE
MINIATURE RAILWAYS**

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

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Castledare Miniature Railway

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All information on this page ratified by Management Committee on 17th April 2009

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No personal letters will be printed without committee approval

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Photographer: Ken & Sue Belcher

President's Report

The other day I was looking at the CMR web site, as I do from time to time, and I must say it really is a credit to Mike Crean and everyone who has contributed to it. There are some very good articles on different things and I know Mike is always asking for more. More and more people are turning to the internet for information, as we all know, and it is very cost effective.

That was the nice bit, now for my usual disappointment.

Last Saturday, February 13th, was the monthly track and workday. Well it was for about 10 members, 6 of whom were committee members.

I spoke about the poor turn out for this monthly track and workday back in December, I think, but it seems my requests fell on seriously deaf ears! It's just not good enough for the majority of members to expect the same few to do all the hard work. I realise and understand that some are not able to get there on Saturdays and for others they are physically unable to work on the track, but there are many other things that both need and can be done. I for instance was installing new drip reticulation for the flowerbeds that are in need of tidying up and weeding. There are the club locos to clean, which I've talked about and asked to be done many times, and covers to be put back on them at the end of run days, but this seldom ever happens. On the subject of covers on locos, if members show people around the engine sheds and lift covers off locos, please make sure they are put back on properly. It's not much to ask and it's what you yourselves would expect others to do.

There are the wagons to be cleaned and checked for damage and such like. Club rooms and engine sheds to be tidied and swept out. Grass to be whipper snipped, fences to repair and buildings to be repaired and painted. Most of what I've just mentioned are just ongoing tasks that anyone with various abilities can do and should be able to see needs doing. After all, most of it is what we do around our own homes.

Also, as I've said before, if you can't get to the railway but can help from home, then make yourself known and see what can be done? I should point out that sometimes even sorting out some of these tasks can take those, who are already busy doing things, away from other tasks at hand. How about someone volunteering to make a weekly list of tasks that need regular attention, then, if you turn up and wonder what you can do, look at the list, pick a task, complete it and scratch it off.

Looking ahead a little to Easter there will be some key members away at the Queensland Convention, so on the next Niana and Wilson run days Trish will be making up a list of available members. One of my constant concerns is that we will not have enough members to actually run the railway safely and with enough trains if it is a busy day. So please let Trish know if you will be available on Easter Sunday.

Friday 12th March is the AGM and at this stage I'm not sure where it will be held, but you will all be notified in due course. Approximately half the committee is up for reelection and if they wish to re-nominate, or if there are others who would like to make a bigger contribution, then here is your chance. At this time I have not re-nominated for the President's position. I have been asked to do so, but I have to say I don't think I'm actually very good at it. I have been lucky to have a very good and hard working committee for the last two years. And I took over from Richard who had done an almost Herculean task of reuniting the club. It is often very hard to keep ones enthusiasm and energy that I think is needed. It's well known that I have very little time for rules, protocols and procedures, and authority in general I have great distain for.

I find it very hard to believe that out of the membership there can be no one else who can take on the job. Maybe it's because no one is as thick skinned as me. I know that there are times when I come across as arrogant and aloof but this is because I'm basically a shy person and I suffer fools badly. I've always considered myself to be a Jekyll and Hyde type of person who hates hypocrisy, which is why I'm a practicing atheist.

Looking at what I've just written I can see no real reason why you, the membership, would nominate me again, or why you would even want me to. We need people to step up and have a go at taking charge. The committee is so hard working and supportive, YOU really should seriously think of giving it a try.

Roger Matthews
President, Castledare Miniature Railway



FROM THE SECRETARY'S DESK

Following are some of the items that have been discussed at Committee meetings and they are listed here in an endeavour to keep members informed of the current goings on. If any members have any questions or comments, please do not hesitate to contact a Committee member. Contact details for all members of the committee are published elsewhere in the magazine.

From the recent Committee meeting held:

- New water tanks are being obtained as a replacement for the fire train, these tanks have been donated by Rheem Australia – painting and installation work currently ongoing
- Doors on the steam shed are to be upgraded, this work has been contracted out - work is in progress
- Dual bridge is to be upgraded when the weather gets a little cooler
- Decision made re January run days – as of 2011 CMR will not be open to the public on the first Sunday of January.
- Drawings are currently in progress for the new footbridge – sections of full size footbridge now on site were generously donated by the Public Transport Authority and relocated to Castledare with assistance of Paul Meadwell, R & L Hiab and the crane hire through Boom Logistics
- General Meetings are to be held at **11.30am** on Saturdays in lieu of 10.00am to enable work to be completed before, if possible
- Assistance required at the annual Model Railway Show held at the show grounds June 5th, 6th and 7th from 9am thru to 5pm. Any offers of help, either for time during the weekend, or items to include in a display will be welcome, please contact Ken Belcher
- Membership renewals are overdue. This will be your last edition of Cinders & Soot if renewal is not received – remember you must complete the form as well as pay the required fee.



DATES FOR THE DIARY:

Public Run Days

- | | |
|--------|---|
| Sunday | 7 th March - Niana Station |
| Sunday | 21 st March- Wilson Station |
| Sunday | 4 th April - Niana Station |
| Sunday | 18 th April – Wilson Station |
| Sunday | 2 nd May – Niana Station |
| Sunday | 16 th May –Wilson Station |

Workdays / nights – all members welcome to participate

- | | |
|-----------------|--|
| Wednesday | 24 th February – workday |
| Wednesday | 3 rd March - workday |
| Saturday | 6 th March – workday |
| Wednesday | 10 th March – workday |
| Saturday | 13th March – track workday |
| Wednesday | 17 th March – workday |
| Friday | 19 th March—work night |
| Wednesday | 24 th March – workday |
| Wednesday | 31 st March – workday |
| Saturday | 3 rd April – workday |
| Wednesday | 7 th April – workday |

Saturday 10th April – track workday
 Wednesday 14th April – workday
 Friday 16th April – work night
 Wednesday 21st April – workday
 Wednesday 28th April – workday
 Saturday 1st May – workday
 Wednesday 5th May – workday
 Saturday 8th May – track 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 6th March - General meeting at **11.30am** following a general cleanup around the railway
 Saturday 3rd April - General meeting at **11.30am** following a general cleanup around the railway
 Saturday 1st May - General meeting at **11.30am** following a general cleanup around the railway

Additional Dates to be remembered

It's AGM time again and it will be held on Friday evening, 12th March 2010, location to be finalised. Following the meeting there will be some finger food and a cup of tea, coffee, or cool drink available for those in attendance.

The positions that will be declared vacant at the 2010 Annual General Meeting are:

President	Retiring	Roger Matthews
Minute Secretary	Retiring	Chris Doody
Treasurer	Retiring	Tania Watson
General Committee	Retiring	Eno Gruszecki
General Committee	Retiring	John Watson

All retiring members are eligible for re-election if willing to continue and are so nominated

At the end of this newsletter, you will find a nomination form for the above positions. Completed forms should be received by the Secretary no later than 5pm on 26th February 2010.

STOP PRESS:

The venue for the 2010 Annual General Meeting for the Castledare Miniature Railway has, of necessity, been changed to:

Bentley Community Centre, Hedley Park, Bentley (entrance off Nyamup Way)

The hall is situated behind the Bentley Library and will be open from 6.30pm and the meeting will commence at 7pm.



Castledare Gallery

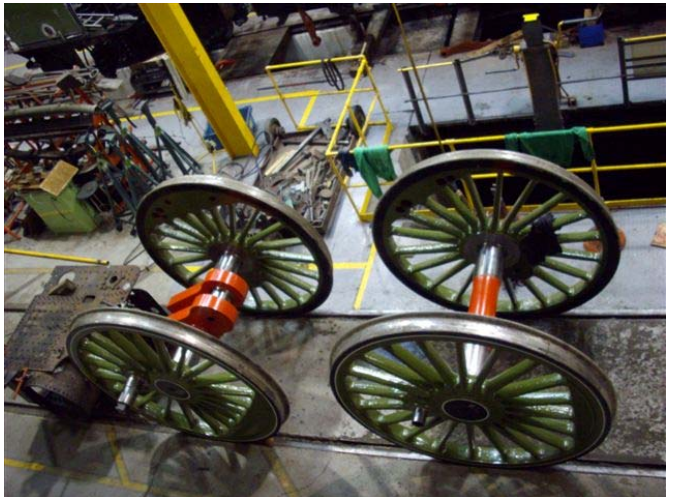
Sections of bridge stored for our footbridge replacement project
(Photographer: R. Stuart)



◆◆Sue & Ken Belcher provided these photos of their trip to the UK last year ◆◆



Flying Scotsman's frames



Flying Scotsman's wheels



Duchess of Hamilton



Duchess of Hamilton



Mallard at the National Rail Museum, York



William Stroudley's Gladstone at the NRM, York



York Railway Station



High speed train at York Railway Station



Sir Nigel Gresley leaving York Station

Standard Operating Procedure

The committee have put together the first of a series of Standard Operating Procedures to supplement the CMR Rule Book.

The following two pages are the Standard Operating Procedure (SOP 1) for Activities and Qualifications. It details the practical time frames required to obtain the various qualifications for run day activities. The times stated will not be applied retrospectively, but from February 2010 onwards, they must be adhered to in order to qualify.

ACTIVITIES and QUALIFICATIONS for CMR MEMBERS

As a member of CMR there are several opportunities for you to contribute to the Run Day activities. The practical qualifying times, required to attain an acceptable level of competency, are outlined below:

Qualification Matrix & Practical Time Frames

Activity	Qualification Requirements				Minimum Training Hours	Minimum Time Frame
	Safe Working	Guard	Driver	Signals		
Station Assistant						N/A
Station Master	X				3 hours	2 months*
Guard	X	X			3 hours	3 run days
Diesel Driver	X	X	X		6 hours	3 run days
Steam Driver	X	X	X		10 hours	6 months
Signals	X			X	9 hours	3 run days
Duty Officer	X	X			12 hours	6 months*
Canteen					2 hours	1 run day
Ticket Box					2 hours	1 run day

‘Safe Working’ qualifications may be granted after the applicant has been an active member of CMR for a minimum of 3 months and satisfactorily completed the theory paper.

Station Master

The time frame of 2 months* indicates the minimal period that must elapse between obtaining Safe Working qualifications and acting as the Run Day Station Master. For full requirements please refer to the Operational Rule Book.

Guard

The time frame of 3 hours, minimum, is to be accrued over 3 separate Run Days and be practical experience under instruction from a qualified Guard. For full requirements please refer to the Operational Rule Book.

Diesel Driver (Class N)

The time frame of 6 hours, minimum, is to be accrued over 3 separate Run Days and be practical experience under instruction from a qualified Driver. For full requirements please refer to the Operational Rule Book.

Section 9(l) of the Operational Rule Book states that if a person seeking a Driver’s licence has provided proof, to the CMR executive, of prior learning, they may be exempted from the qualifying period of practical experience.

Steam Driver (Class S)

The time frame of 10 hours, minimum, is to be accrued over a 6 to 12 month period and be practical experience under instruction from a qualified Driver. For full requirements please refer to the Operational Rule Book.

Section 9(l) of the Operational Rule Book states that if a person seeking a Driver's licence has provided proof, to the CMR executive, of prior learning, they may be exempted from the qualifying period of practical experience.

Signals

The time frame of 9 hours (per signal box) is to be accrued over 3 separate Run Days and be practical experience under instruction from a qualified Signal Operator, and include the set up and dismantle of signals. For Wilson signals the set up commences at 8am, and for Niana the set up commences at 9am.

Duty Officer

The time frame of 6 months* indicates the minimal period that must elapse between obtaining Guard qualifications and performing DO duties. To qualify as DO practical experience must include performing Assistant DO duties on 2 separate operating days, plus Acting DO duty, under supervision, for 1 operating day. For full requirements please refer to the Operational Rule Book.

Section 4(i) of the CMR Operational Rule Book deals with qualifications obtained at AALS affiliated societies and the impact for holders of such qualifications while visiting CMR.

The Qualification Matrix shown on page 1 provides a quick reference to members and supplements the more detailed Operational Rule Book. If further clarification is required, please approach a member of the CMR executive who will be happy to answer your questions.

Rail Ramblings

Rail Ramblings February 2010

It has been a while since my last report so I will attempt here to give a brief update on current track works being carried out.

Total rail replacement is planned for the section from Bayou to Aberup, involving 66m of new track that is currently under construction. This track is of the Tee-Rail format, on heavier sleepers than we have used in the past. It is hoped to incorporate improvements to roadbed and alignment in this section as well, however it remains to be seen exactly how far we can go here. I had originally intended on carrying out this work in March, however due to various reasons this will now have to be pushed back to later in the year. Doing this work is going to be an exercise more in planning than anything else, as we only have a small window of opportunity between running days to carry it out. When details are finalised, it is likely that 1 or more major project weekends will be called in order to see this project done in the minimum amount of time.

New Expansion Joints:

Material is on hand and hopefully by the time this is being read, will have been cut ready for drilling, thanks to Don Bowyer and his milling machine. It is planned to start installing these around the Wilson section when cooler weather is with us. Stainless steel bolts are to hand ready to go for this project, and jigs are being developed to make installation an easier process.

Tee-Rail welding Jig:

Work continues on this, as and when the Wednesday crew has time available to work on it, but is getting closer to being able to be used. Long term I envisage a road base hard stand will possibly be incorporated in this area to avoid having to mow / whipper snip around the beams.

The clubroom curve has now been totally upgraded, including heavily rebuilt roadbed and new expansion joints. This area has been used as a test bed for future work in other parts of the railway, most notably Fern Road and Canning areas. No MAJOR work is planned for the immediate future however, there is always track work being done on the work days as noted in the diary dates of the secretary's report, more hands can make this an easier task, and will get the job done quicker. Most work planned over the next couple of months will centre around ballast drops and leveling, with the straight along the picnic area being first on the list.

5" Track:

The 5" network at CMR suffers from some fairly major issues. Including, but not limited to, non conforming point work, track geometry and construction issues, rail too light in section for our conditions, ground subsidence –more problematic due to smaller flange / wheel profile, and yes, neglect. It has been the situation where those of us doing the track work have had to essentially ignore the 5" track when carrying out work around the railway. A HUGE effort was put in by a small number of members to correct some fairly major gauging issues around the 900m of track, which essentially resulted in the whole 5" circuit being re-gauged. While I heartily thank those involved, the work that was carried out rectified part of the problem.

My question to the members is this. WHAT do YOU, as members, see as the direction for the 5" network at CMR? I have already heard from some members on this topic with thoughts ranging from take it out, to reducing its size; to rebuild it all, but what do the majority of members want the future of CMR's Track to be? Do we want a single gauge (7 ¼) only facility?

I have my own views on this, but I won't write them here. This is a decision I feel must be made by the club as a whole. All I ask is that any comment made is one given considerable thought. All input is welcome, but please think about the effects it will have on other aspects and long-term workload of the club. Unless more members put their hands up to assist with the ongoing maintenance tasks around the railway on a regular monthly basis, the current situation will remain.

I welcome comments on the above via e-mail to victor.1213@hotmail.com No final decision will be made until mid year, but a decision does need to be made so that work can be planned accordingly to incorporate the decision of the members.

Craig Belcher
Perway Superintendent

Notice Board

Canteen Roster

If anyone would like to add their name to the Canteen roster, please contact Fran Jones. This invitation is not solely aimed at the 'ladies' – men would be most welcomed ☺

By having a roster it ensures that we share the load, and allows us to plan ahead for our run days.

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.

Wanted

Don't forget to share your stories with your fellow club members. We are looking for articles to include in this magazine. Let's make it interesting to read, and if you can provide photos too, that will make it all the more fun. Please email all contributions to Trish at the address on the second page of this edition.

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 recently.

MESSAGE FROM THE EDITORS

Please do not forget to advise us if you change your email address. This will ensure that you always receive your Cinders and Soot notification. Thanks.

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.

**NOMINATION FORM FOR ELECTION TO MANAGEMENT COMMITTEE OF CASTLEDARE
MINIATURE RAILWAYS OF W.A. INC.
12th March 2010**

I _____ hereby nominate _____

For the position of _____ for a period of _2_ years.

I accept this nomination and if duly elected, agree to serve on the Management Committee of Castledare Miniature Railway.

[signed] _____

Nomination seconded by: _____

To be received by the Secretary no later than 5pm Friday 26th February 2010