



**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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Cover page: CMR Christmas Party at the Canteen.

Photographer: P Stuart

President's Report

Happy New Year to everyone and I hope that we can all enjoy ourselves playing trains once again in 2010. So here we go all over again, only this year we don't have all the work of the Convention hanging over us. We do however still have plenty of ongoing maintenance and new projects that in some ways is more than last year. The raising of the carriage shed roof and the replacement footbridge still await planning approvals. One of the major maintenance jobs for this year is to replace and upgrade many of the track joints and the preparation of this is well underway with several members working on this at home. Another major job is the upgrading of the carriage brakes and much of this work can be done by members at home. If you can help with this please talk to Craig, or any committee member.

The pre Xmas period as you know is always a very busy time and then due to New Year and holidays, members' attendance at both work and run days is low. This was especially evident on the Saturday before the Jan Sunday run with very few people to help prepare the railway. On the run day itself there was more than enough members but this was because it was a very hot day and very few public to ride the trains, especially after 2 pm. With this in mind and the fact that the next two New Year's celebrations fall on the weekend of the run day, your committee has decided to cancel the first Sunday run in January 2011.

At the members day Mike Crean had his finished 44 class diesel outline loco running which looked wonderful in its Crimson and Yellow. This is a petrol electric loco that runs very well and is another great addition to the various locos and motive power running at CMR now. Congratulations to Mike on an excellent job and I'm sure there will be a full report on its construction very soon ☺ Also Chris had his Battery powered shunting loco running which has now had its gremlins sorted out and looks and runs very well. Just ask Ryan ☺

Due to the Xmas break a problem that arose with one of the club locos was not fixed before the Jan run day. The problem had been written up on the black board but no one had been to the railway to read it and look into what was needed to be done to fix it. As it turned out there was a hole in the radiator of Comet Vale that has now been repaired thanks to Ray the owner of Maddington Radiators who I have known for many years. In future if there are any problems with equipment or buildings please use the club phone to call me on my mobile so I can organize repairs.

The week before Xmas I was at the N.D.M.E.S for their Xmas Party day. I was there to demonstrate the first engine John Millman built, Tyseley, to one of their members, John Turney, who was interested in buying it. This was the first time I had been to their club site in Balcatta, which was easy to get to from Leeming. I have heard many things about the track and site and its facilities over the years.

On arrival I was greeted by the members there in an enthusiastic manner and given all help and assistance to prepare and steam the engine. The steaming bays were at a good height with no bending required to work on engines. They are also covered, but I can't help thinking that they could be drafty and cold in the winter. They are equipped with 12 volt DC power, but no AC mains power, but each bay had its own water tap. They have an interesting arrangement for getting locos in steam out onto their raised track which I would have thought on a public run day could cause some inconvenience. As one left the steam up area and entered the station there were plenty of water points. From the station the track turns left and climbs what at first seems to be very steeply with the track then crossing over itself then descending and eventually enters a tunnel which has a few ghosts hanging around in it☺. After the tunnel you once again pass the steam up bays and re-enter the station.

This was also the first time I had ever been on a raised track and I must say I did find this rather disconcerting. The track was on the whole smooth although not quite up to billiard table standards. The public picnic facilities were on the inside of the track with seats and tables and BBQs with a good footbridge over the track to enter the area.

Generally it is a very good set up, although like CMR, there appears to be always more work than members are able or prepared to do.

I'm pleased to say that the engine has been sold and as all steam engines should be, will once again be used for the benefit and pleasure of its new owner and the delight of others.

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 is to be contracted out
- Hand rails on the footbridge are to be replaced and made safe - work currently on going
- Dual bridge is to be upgraded when the weather gets a little cooler
- Annual inspection of rolling stock report tabled for discussion and action
- Decision made re January run days – as of 2011 CMR will not be open to the public on the first Sunday of January.



DATES FOR THE DIARY:

Public Run Days

- Sunday 7th February - Niana Station
- Sunday 21st February - Wilson Station
- Sunday 7th March - Niana Station
- Sunday 21st March – Wilson Station

Work days / nights – all members welcome to participate

- Wednesday 20th January - workday
- Wednesday 27th January – workday

- Wednesday 3rd February – workday
- Saturday 6th February – workday
- Wednesday 10th February – workday
- Saturday 13th February – track workday
- Wednesday 17th February – workday
- Friday 19th February – work night
- Wednesday 24th February – workday

- Wednesday 3rd March - workday
- Saturday 6th March – workday
- Wednesday 10th March – workday
- Saturday 13th March – track workday
- Wednesday 17th March – workday
- Friday 19th March—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 – 6th February General meeting @ 10.00am followed by a general cleanup around the railway
Saturday 6th March – General meeting @ 10.00am followed by a general cleanup around the railway

Additional Dates to be remembered

It's AGM time again and is to be held on Friday evening, 12th March 2010, at the ECO Centre, adjacent to the Kent St Weir starting at 7pm.

Following the meeting, there will be some finger food and a cup of tea, coffee or cool drink available for those in attendance.

Positions that will be declared vacant at the 2010 Annual General Meeting are as follows:

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



Castledare Gallery
(Photographer: P. Stuart)

The CMR Christmas Party.....



Grub's ready!



John, Kathy, Tania and Fran tucking in



Eric, Vaya, Mike and James



Members enjoying the meal



Judy, Alex, James and Angella



Keith and Fhines

And then it was time to play trains.....



Craig takes charge of the first train of the evening



Ryan is not far behind!

◆◆◆◆◆ New Loco ◆◆◆◆◆



Mike's new 44 Class leaving Wilson Station on its inaugural run
(Photographer: R. Matthews)

Additional Motive Power Coming Up

The tracks of Castledare are soon to be graced by the arrival of a new, elegant, 7¹/₄ inch gauge diesel outline locomotive, modelled on the now defunct but very successful NSWGR 44 class passenger and freight diesel/electric.

Unfortunately, in getting this loco to completion, no records have been broken. In fact, quite the opposite has been the case. Since the original concept was arrived at, drawings produced and construction commenced, some fifteen or more years have elapsed. In that time the loco has been under four different ownerships, but it has been the onset of ill health for some of those owners that has been responsible for the delays.

The original vision, and initial construction, was the work of Ron Davey, who still visits the railway despite obvious serious ill health. He set the pattern that the following owners, myself, the late Len Della, and now Mike Crean, have faithfully followed. Ron got the loco to the stage where the chassis assembly and many major components were complete. The body also was mainly complete when he could not carry on. Members will see in this loco a quality of workmanship unusual in mini diesel locos.

The loco, as we know, has only been in the hands of Mike Crean for somewhat less than six months. I have been away east for three of those months, and I'm absolutely amazed at the progress he has made in that time. Its completion is something I am eagerly looking forward to. I know its lines, when you see it completed, will surely please you.

But I'd like to go back for a little more on Ron Davey. Before he came to WA about 30 years ago from NSW, where he was born, Ron was a loco driver with the NSWGR and he drove the 44 class locos there, a 100 strong class built by Goodwin/Alco. It was obviously the influence that decided him to build a miniature 44 class, concurrently with its stable mate, an American FD class, after he came to WA. At the time Ron worked at Goninan and Co., perhaps Australia's biggest builder of Locos and rolling stock, when they were producing locos for Mt. Newman Mining. Before I bought the 44 from Ron, his ill health had surfaced and he was not a well man. Unfortunately, my ownership did not see a great deal of progress, except for new bogies, installation of final drive (40 hp outboard bottom leg), and a lot of blind rivets to further complete the body.

Then along came Len Della, who was going to do marvellous things with the loco. But even at the time he assumed ownership, he was showing signs of approaching illness. That illness prevented him advancing the loco at all, and when, on his passing, it came into Mikes and my hands, it was worse than when it left me. Mike is now the single owner.

So now it's all power to Mike Crean's arm, to see this loco grace our tracks. It was always meant to be at Castledare, and how good it will be to see it once again as the stable mate of Ron's FD class, which we now know as "City of Canning".

And after you've seen the finished result, and you like what you see, remember to say something nice to Ron about his excellent loco build. It will be a fillip to him that will be unexpected, but will surely lift his spirits.

Rob Cairns.

CMR Signalling Report

Not much to tell for 2009 as I have had a very full on year at work and I have spent most of my spare time on the NSWGR 44 class I am finishing thanks to Ron Davey. Some of you will have noted the appearance of a strange looking chassis at the club running naked on some run days. This is part of the 44.

Stage Four

Wilson is now complete and fully operational with an on platform control box for signals, points and automated PA announcements from a commercial English female synthesized voice. WP signals are now WP01 to WP06, the numbers are displayed on the signal mast. If you have a need to report to the local signalman or control, please identify the signal you are at.

Congratulations to Trish, Keith and Tania on qualifying as WP signalmen.

I am currently upgrading the notebook PC software package, used in conjunction with the control box, to a free operating system and development package based on the popular Linux OS, namely Ubuntu and Gambas.

I am due to retire from full time work around mid 2010 and for those of you that might see this as a chance to do more for my club, the answer is my employment masters are indicating they would be happy if I continue on for a little longer.

With the completion of Wilson Park Signals, now abbreviated as WP, I have dedicated all signals except one to WP. This means the dual role shared with Canning Junction, abbreviated as CJ, is no longer possible.

Thanks to a kind offer from John Watson the replacement of the CJ signals may happen a little sooner than I had anticipated.

Web Site

The CMR web site has proved to be a very popular means for the club to communicate its activities to the community with over 15,000 hits. It would seem that as I am generally the main contributor to WEB articles there has been an obvious slow down because I want to play. Any members are welcome to submit any article for consideration on our web site (with committee sanction).

Security

I am still looking into the best implementation of the security tags along with help from some committee members. Some new video surveillance cameras and other peripherals have been purchased. The store area at the canteen has had a surveillance camera and video recorder installed, mainly thanks to Keith Price (Stork).

Funding

It would be appreciated if the standing budget were to continue for the New Year. Canning signals will use the bulk of this.

Thanks

Again I would like to take this opportunity to thank the committee and members for their continued support of signal development. In particular, special thanks to those members who have helped me initiate the programs to date.

I would like to thank Ric Edwards for his contribution to signal design and operation for proposed changes to CJ and Niana.

Mike Crean
02/01/2010

Canteen Report

On the Saturday before the January run the freezer in the storeroom broke down completely and we lost our stock of ice creams. The mess was cleaned up and the freezer was taken to the tip as it was beyond repair.

When opening the drinks fridge in the canteen some of the cans had frozen and burst as the dial had been turned up. Quite a lot of the stock was lost. I have now turned off the drinks fridges and they will be turned on again before the next run day.

Thank you for the new tables and chairs that will replace the old ones.

I would like to thank all the ladies who have put their names on the roster for canteen duty.

Many thanks.

Fran Jones
6th January 2010

2009 Train & Passenger Numbers

<u>Station</u>	<u>Trains</u>	<u>Passengers</u>
Niana	631	13180
Wilson	425	6114
Private	<u>64</u>	<u>900</u>
TOTAL	<u>1120</u>	<u>20194</u>

GRAND TOTAL TOWARDS 2 MILLION = 125,777

The figures above were supplied by Ric (the 'Fat Controller').

Wilson Run Day Trivia:

Since we commenced passenger hauling from Wilson in 2005 (before the station was built), the number of passengers has increased at a rate of approximately 1000 per year.

Notice Board

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

As this is the first edition of the year, Fran and Trish would like to wish everyone a happy and healthy 2010.

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