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**CASTLEDARE  
MINIATURE RAILWAYS**

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

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**JULY-AUGUST 2014**

ISSUE NO: 332

**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 14<sup>th</sup> March 2014

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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:** 'Sumo' returns into service after an extended maintenance period!

**Photographer:** P. Stuart

## The President's Bit

Of recent months there has been a lot of chatter about minimum age requirements for drivers on our railway. Our own Operational Hand Book stipulates 18 for both steam and diesel on public running days, in deference to the AALS Code of Practice, which provides for this to be changed. Accordingly, at our most recent committee meeting a motion was passed which will see an amendment to the Hand Book made, and to take effect immediately. This will be printed elsewhere in this issue (right Mrs Ed??). Non-Public days are a bit of a different situation. Again, the AALS Code is quite clear in it's requirements, however it is also well observed that these requirements are often not met – on a national level, not just at CMR. Some further clarification is to be sought on this one, but in the interim, the code requires that when our younger or other unlicensed members are driving a train, they must be under direct supervision at all times. Public run days are defined by our advertised open times, or as otherwise stipulated by the duty officer of the day – remember they have the final say on all operations for the day.

School holidays, as some of you may recall, used to include CMR running trains on Wednesdays for a few hours. The suggestion has been put forward that we should restart these runs, on a limited basis running from Wilson Station. We have a couple of months to think this one over; next school holidays are in October. Feedback is welcome - would you be prepared to help run these days?

At the next general meeting, scheduled for September, one of the topics of discussion will be future meetings - their time, location, format etc. I hope to see some changes in this area, and all being well we can agree on a format which will see more members present and a better flow of info and ideas.

Following the June committee meeting, John Watson and Vic Jones have both stepped down from their respective roles on the committee. My thanks to both gentlemen for their efforts stemming back a number of years for both. In light of this, Les Smith, and Mike Crean have been invited to take up the casual vacancies created, and both have accepted on a caretaker basis until the next AGM. Welcome aboard to the both of you.

Now for the usual highlights and news...

- The now completed wagon bunker is a credit to those involved in it's establishment, Storky has just about finished his rendering of the retaining wall, and then some painting to be done, and planting of some grass seed.
- Following on from the contracted repair work to the footbridge, the same person will be engaged to carry out work to the canteen awning. No firm date has been set for this yet, though I envisage it will be done in the next 4-6 weeks.
- As mentioned in the last issue, Mike Crean has decided after some 8 years to take a break from the club's website management. Luke Prindiville has volunteered to take on the job and continue with its development.
- Good to see a couple of members availing themselves of the firewood pile. This timber all has to go, anything still there in a couple of months time is likely to be disposed of via a bin. If any members (or friends of members) need some firewood, now's the time to get it...
- A new Capital Development plan was endorsed in principle at the recent committee meeting. Following some amendments, this will be publicised to all members. I should remind members that this plan is not set in stone, but a guide of projects around the club and aimed at assisting with planning and budgeting requirements.

Craig Belcher  
President, Castledare Miniature Railway

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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.

- The foreshore management document required by the SRT was sent to both City of Canning and the Christian Bros. for comment and review prior to submission to SRT. Initial responses received from both organizations and we have now referred this back to the SRT seeking further clarification of their requirements. Richard Stuart & Les Smith have met with SRT representatives and there is now clearer direction for this document to progress. There is a huge amount of work involved in this project and both Richard & Les are to be commended for the time spent on behalf of our club.
- Further quotes have been requested as more work is required to upgrade the footbridge to an acceptable safe standard and also repairs to the canteen awning and the water tower in the yard. These quotes have been received from the contractor and approval has been given to proceed with canteen awning and further work on the water tower and footbridge is in abeyance for time being.
- Personal lockers currently in the breezeway will be refurbished in the not too distant future. In due course, these will be replaced by new lockers in lieu of refurbishing the existing ones. Members will be requested to ensure their locker is both empty and left unlocked until the work is completed. No time frame has been set at this stage for this project.
- Committee is seeking relevant approvals to remove approx. 5 trees from the side of the track in the yard – between the footbridge and the carriage shed. This may take some time to arrange following all due process but the roots are damaging the track and this problem needs to be addressed. A quote has now been received for the removal of the trees in question, which the committee will, at its next meeting, review and then the process of seeking relevant approvals can begin.
- Mike Crean, after many years as the club's web-master, has stood down from this position. Thank you Mike for the hours of work put into bringing the club into the 21<sup>st</sup> century. Luke Prindiville has agreed to take on this role.
- Work has commenced on maintenance of the dual bridge under the guidance of Richard Stuart – this will be an ongoing project so that work does not impinge on the railway operations or pedestrian traffic.
- A copy of Committee Meeting minutes will, in due course, be placed on the notice board in the clubrooms for the benefit of members.
- Agreed to continue with advertising in the West Australian with some updated photos for the free advertorial that is provided as part of the contract. Discussion around this has resolved that the 1<sup>st</sup> Sunday run will now conclude at 3pm in lieu of 3.30pm.
- Secretary to liaise with Federal Member Steve Irons re the installation of an appropriately worded plaque to be placed at the railway acknowledging the contribution made by the boys of the Castledare Home in the early days of the railway's construction.
- Committee has discussed and resolved to amend the Castledare Operational Hand Book in relation to the age for members to qualify to drive non-steam powered locomotives. This will put the club in line with the current AALS guidelines. Please refer to the full amendment at the end of this newsletter and attach a copy to your personal copy of the Hand Book.
- John Watson and Vic Jones recently resigned from their respective committee positions and these casual vacancies have been filled by Mike Crean and Les Smith.



**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 !!**

~ July 2014 ~						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
20 Public Run Day Wilson Station DO: Trish Stuart	21	22	23 Work Day From 9am	24	25	26 Work Day From 9am
27	28	29	30 Work Day From 9am	31		

~ August 2014 ~						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2 Prepare the Railway From 9am
3 Public Run Niana Station from 9am	4	5	6 Work day from 9am	7	8 Committee meeting 5.30pm	9 Work Day from 9am
10	11	12	13 Work day from 9am	14	15 Friday work night from 4.30pm	16 Work Day from 9am

17 Public Run Wilson Station from 9am	18	19	20 Work day from 9am	21	22	23 Work day from 9am
24	25	26	27 Work day from 9am	28	29	30 Work day from 9am
31						

September will see our usual first Sunday run fall, as it always does, on Father's Day. Traditionally this is a very busy day for the railway so please consider how you can help out. The more members that participate in the public run day will allow for more breaks to be taken so that nobody needs to be 'in the same spot' all day. Book the date and see how you can help.

I am aware that there are a number of members who have not been able to attend on several occasions. On behalf of your fellow members and hopefully we will see you back at



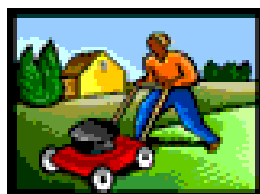
our members on the 'not very well' list. Please encourage members to participate in club activities of recent members, take care, look after yourself and get back on the track sooner rather than later.

Ken

**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 or Saturday work crews but there is always room for more members 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.

As members of the club, we all have a responsibility to contribute as much as we can both in the maintenance and operation of the railway. We should not think that 'someone else' will turn up and do tasks that, at times, are fairly straightforward and can be completed by anyone. It's not hard to tidy up the clubrooms, sweep the floors etc.



These regular workdays not only achieve quite a bit at your club but also provide an opportunity to mix and mingle with fellow members – have a coffee and a chat. If 'all of us' do something then 'none of us' will have to do so much.

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## Instructions for updating your Operational Hand Book

At the end of this edition you will find the updated section of the CMR Operational Hand Book. Please follow these instructions to update your copy:

1. Print page 16 of this issue and attach it (from below the dotted line) to page 12 of your copy of the Operational Hand Book
2. On page 21 of your book write the following information under the headings shown below -

<b>Amendment No.</b>	<b>Date</b>	<b>Section No.</b>
CMR OHB 001	July 2014	9c

Thank you  
**Trish Stuart**

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### Stats from July Niana Run Day

#### **G535**

5 trips            32 passengers            On Traffic – 10.30    Off Traffic – 13.22

#### **Como**

5 trips            41 passengers            On Traffic – 11.20    Off Traffic – 13.16

#### **TOTAL**

10 trains            73 passengers

#### **Events:**

NO FIRES

NO SPADS

NO DERAILMENTS

Water ingress into some signal caused false indications to be displayed, but these were suitably obeyed by drivers as being at Red.

Wet weather resulted in poor patronage and an early finish to the day.

Signed,  
The Thin Controller David Edwards

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## "Bendy" Locomotives in Western Australia

There were some locomotives that could bend around curves in Western Australia that operated under a once patented articulated type.....Garratts. An excellent recent article in the Bunbury "CONROD" by Bruce Weir-Smith prompted Kieth Watson to say that he would like to see more of such, so here it is for you Keith, locomotives that were said to be capable of looking at their own backside just like lizards!

This article will expand a little more on the West Aussie Garratts for several reasons, one being that they were favourites of mine, others being that my first attempt to drive a steam locomotive was on one, I saw the one that fell into the Claremont subway in WW2, my wife rode on one down at Esperance, Don Bowyer remembers them well, Tom Donkin fired them and I as an apprentice did some work to remove boilers at Midland, and the much maligned Fred Mills left his first "mark" on them. This will all become clearer, if you read on!

The Garratt was the peak of British development by BEYER PEACOCK of flexible steam locomotives that had commenced in the early days of the industry and the introduction of the M Class to the WAGR was significant in that it was only the 3<sup>rd</sup> of its type and quite a change away from the first two types that were real narrow gauge oddities. ***These units marked the entry of Garratts to a modern looking locomotive and to be the first for mainline operation in the world.*** The first Garratts were the K class and went to Tasmania and had one pair of cylinders under the cab which made them pretty warm to drive. This was never repeated. K1 now operates on the Welsh Highland Railway. The M (later super-heated to be Ms) was basically 2 x G Class back to back with the same wheel diameter and double the tractive effort of a single G. This was quite a significant rise in hauling capacity for a single crew. One was allocated to the then State Saw Mills but proved to be a little large and was swapped back for two of those venerable little G Class. The M/Ms (s) lost their mechanical lubricators and a few other items that marked the start of a WAGR "trait" of simplification.

The following very early photograph depicts a N class tanker and a M Class on a "picnic" train enroute to Mundaring Weir (190tonne trailing).....readers may try to guess as to where it was taken.





The WAGR must have been pretty happy with them as they decided to build some at Midland but had to wait some years until the patents ran out. The new design was created by a “new” Fred Mills who apparently turned out to be a most difficult man and the drafting work was done by a young Sid Griffiths who later became CME. The drawings by Sid were a magnificent set and the trade mark of Mills first appeared, stove pipe chimneys. All of the Mills designs proposed and built had such, the 2-6-4 shunting tank (not built), the giant 3 x cylinder 4-8-4 tank that became the S Class and the illfated Asg Garratt. The Msa had a larger grate area than the Ms probably in an attempt at the better burning of Collie coal and Mills cylinders that really proved to be excellent, however, they lost the M sandboxes that were a part of the top of the castings that had kept the sand warm and dry! Stove pipes were already on Garratts in Australia down in Tasmania. Tassie had a passenger machine of 4-4-2+2-4-4 with eight cylinders (they did not last long!) and the larger Ms classed L with 2-6-2+2-6-2 wheel arrangement that was basically equivalent to what was to become the Msa. Geelong Cement had a Ms and the two narrow gauge Victorian G Class with wheels inside the frames were of similar size to this “family”. Puffing Billy has one in active service. The L Class had a larger boiler than the others but all as per the attached table had almost identical adhesive weight. The L class were bumped from service by the Asg(s). It is significant to mention that this M “series” marked the end of 13.25inch diameter cylinders from Beyer Peacock in that, apart from a couple of very small tiny ng locomotives, succeeding engines just got bigger to be quite massive. The large NSW AD-60 on sg was equally at home on African metre and 3foot 6inch trackage. The South African machines had 5inch thick bar frames!

The Ms and Msa more than trundled over the WAGR light lines that had the steepest gradients (1 in 30) and a generous number of sharp curves. They earned their living! One was always based at Geraldton to work to Northhampton where the original “bendy” Fairlies failed. There was the Toodyay branch, the Mundaring line and to the weir, and the South Western timber lines along with Pinjarra to Dwellingup. Don Bowyer went to school from Karragullen down the zig-zag to Midland behind one. We look forward to Don’s Msa type that is under construction. For some unknown reason the WAGR even had one down at the bottom end of the Esperance line, probably to work up through the sandhills from the port which then was pretty tortuous. The Msa was supposedly a little fuel hungry put down to be an imbalance in the design of the boiler (Mill’s first design) but they were still flogged up hill and down dale without firemen complaining, but then they rode beautifully and quietly. The large grate could be prepared with a copious quantity of Collie coal for the “black” firing technique that required little attention to well into a journey. They went to their graves with virtually no modifications.

A table following compares the M “family” of Garratts that had almost identical adhesive weights. If the Msa grate was over proportioned you can draw your own conclusions. Gunzberb provides good comment in his “A History of WAGR Steam Locomotives”.

My first direct encounter was with an Msa in 1954 from Flinders Bay to Karridale. What a pleasant trip into the Karri forests with blue-grey kangaroos hopping along with us! I saw the last one roll into Midland as a ‘light’ engine movement in early 1962 to go to the “graveyard”. Several went into the “shops” to have their boilers salvaged and in 1967 we used one for a test lift of the new derailment reclamation D8 pipe-layer ‘dozer’. The D8 after demounting from a std gauge flat could mount a jib or boom on its side and be used to lift and move around derailed stock. We lifted one end of a Msa on the rear of workshops ash dump track. The ash and cinders embankment promptly gave way and luckily the driver kept his cool and

lowered the boom whilst reversing away and releasing the lifting cable. The Msa was left in a bit of a hole but the brand new D8 got away safely. As a young engineer one was envisaging everything heading down about 12.5m into the Helena River and the consequences! The last Msa did not survive to the museum at Bassendean as after boiler removal it was cut up in the Workshops. There is a photo in existence depicting this act with the words clearly visible on the cab side "not to be cut up".

We will now go back to late 1943 and early 1944. My grandfather would sit me on the fence of the family business in Shenton Park and watch gleaming black monster engines bowling along towards Fremantle with massively long trains in tow. This was the Mill's Asg and they made the K class tanks that were around look pretty ordinary. The Asg was a wartime austerity 4-8-2+2-8-4 design that took 4 months. There were a lot of critics and the Mill's attitude riled everybody. Back to 1944 and travelling to Shenton Park one morning we came across the Asg that had fallen into a subway at Claremont. There were derailed G wagons behind with wheat all down the embankment slopes. There were some bowler hatted men in suits inspecting the damage in a group and perhaps Mills was there but there were also women and children running across the road scooping up wheat in billies and saucepans for their ducks and chooks. My grandfather promptly stopped, lowered the tail gate of his Ford V8 ute and backed it into the pile. He got out and closed the tail gate and drove off quickly home to Palmyra. We and our near neighbors had well fed birds for some time. Meanwhile the Asg was under attack and such is well documented.

The Asg was an austerity design and cut down to suit Queensland track during WW2 and yet remain suitable for all other 3ft 6in users. Queensland got rid of theirs within a couple of years and South Australia operated 6 secondhand from here as training machines for their order of the 400 Class that were basically 2 X W Class back to back. The Asg units known as the 300 Class were not popular. Down in Tassie they became the heavy freight engines and gave excellent service. A young K.A.Smith from the NSW railways later to become Chairman of the Comm Railways Commission and the first Chairman of Australian National solved a problem or two. He thought that the engine frames were flexing and being small of stature actually got in above the cylinder saddle and went for a hot ride. He said that the flexing was quite plain to see and some strengthening was added. Tom Donkin will tell you how the water tanks of the Asg were always cracking and being welded. These were mounted on brackets high off the engine frames and probably suffered from the "flexing" in WAGR service. The Asg worked well into the mid 1960s at Emu Bay in Tassie and that still is some haul.

Back in the West here they were modified to have the leaders flanged to get over Union bans. They lost their exhaust steam injector and half their skyline casing that only remained to cover the external steam pipe to the super-heater header. (The Russians and the Chinese loved this external pipe, and casing). One Asg had an Alco power reverser fitted. The Asg had a good turn of speed and after the leaders were flanged did work passenger trains. My grandfather went from Northam on the Kalgoorlie Express behind one in the early 50s. They did the Bunberry passenger out of Collie and the occasional Flyer from Kal to Esperance. Eight were converted to burn oil and used on the Esperance line to the delight of the firemen and a young Tom Donkin. This made sense as it was a long way to haul coal from Collie and they were hauling oil to Kal. Tom will attest to their turn of speed and to local firemen adding ballast to the grate to get a better performance from the oil fuel.

Arguments have raged as to why Mills did his own design as there were Beyer Peacock "war department" designs but then with a 4 month design etc he had it done probably well before

Beyers would have cooperated and sent the drawings out. Besides, the boiler is very similar but shorter and of less diameter to that of the S Class of almost identical tractive effort (the then limit for Jones yoke buffer drawgear) and this was one item that did not draw conflict with the Unions. Tom Donkin will attest to the free steaming of the Asg on coal and again the deep firebox allowed a deep black fire and unlike the P Class "family" did not require "little and often". They were similar in appearance including the cab to an African "colonial" machine. The Y spoked wheels were lightened S Class items. Drawings of Items were productionised, that is, sent out to many manufacturing facilities as A4 or A3 sized. The only drawings I have seen were vinegar brown paper with white lines sort of blueprints.

In 1955 my mate and I were sitting in an oil fired Asg in the Midland graveyard eating our lunches in the sun after taking photos with our trusty Brownie "boxes" when an outshopped unit suddenly appeared across on the departure road. We raced back to our bikes and rode into the office area to try and get permission to take a snap. We could only find an elderly shedman also eating his lunch in the sun, he told us to be careful but quick as she was off to Northam and that he had just prepared "that bath plug" by throwing over 2 tonne of coal into the firebox. This was the level to the firehole door technique for a Collie black fire. When we got there she was gone but a Dm readied for the afternoon suburban service had taken its place, perhaps we had seen an apparition but I still have the Dm photo (and a few others).



In the above photo the Asg has the hind unit devoid of its return crank rod. There is a "bob" tailed P in front and a Dd behind waiting to enter the Workshops.

One had a very shortlived girlfriend once that seemed to be the result of telling her father a Midland joke about Freddy Mills. It appears that her father was the best mate of Mills and did not have my sense of humour, or that of Midland.

The mighty V Class "mikes" commenced the pushing of the Asg out of service followed by the X Class diesel. With the brilliant W grabbing the light wheat lines the Asg ran out of territory and finished in late 1956 out of East Perth, although one had a "washout" at Southern cross in December of that year having probably worked the Bullfinch branch. I did ask Darold Macaskell, the Assist CME, why the WAGR did not save money on not buying the V Class and instead to do one more upgrade on the Asg to remove all remaining problems to

make them a modern robust machine. His answer was simple, the V Class had only one engine unit to maintain and no flexible steam pipe joints! One could only imagine what could have been done, add a metre to the boiler and fit a combustion chamber, add 20psi to the steam pressure, stronger connecting rods, strengthened frames, power reversers and even roller bearings at a fraction of the cost for a new V. In 1958, as an apprentice I was working on them to get them out of the graveyard for boiler removal by adding kero to the moving parts, releasing handbrakes and placing reverser into midgear, etc then taking my only ride on an Asg, unfortunately “dead”, hauled by a B Class a month before it too became extinct. A few years later from the Midland drawing office one watched a long line of the remnants of “lizards” being towed by an elderly Fs with flangeless leaders heading to Bassendean for scrap, and so ended the Garratts in Western Australia, and the Asg(s) regarded as “failures”.

**FOOTNOTE**

The Asg from Geelong Cement has been moved from Williamstown in Victoria down to the Bellarine Peninsula and may even be steamed again as it was overhauled before being “mothballed”. One is doubtful that such will happen as they have an S and a V Class from here and now both are not in very good condition. The V has some sentiment to me as one had the job of valve setting after one of its overhauls whilst in the Midland fitting shop.

The Asg ended service on the Emu Bay system in 1963 thus having 19 to 20 years of service. (The WAGR was 13years). An engine regarded as a failure actually had as much service as that wonderful W Class and more than the mighty V Class!

Bob Butrims produced a book titled “Australia’s Garratt” that is worthy of reading.

The following table depicts the Garratt development from a “toy” to the mighty Kenyan 59 Class with the Asg and its 9 ton axleload sitting amongst them. The size increase is about a factor of 5. Then came SUMO from Richard Stuart, but that is another story!

	TGR K	VGR ng G	WAGR M	WAGR Ms	WAGR Msa	TGR M	TGR L	WAGR Asg	East Africa
				APL Geelong					59 Class
Gauge	24inch	30 inch	42 inch	42 inch	42 inch	42 inch	42 inch	42inch	39.375 inch
Wheel Arrgt	0-4-0+0-4-0	2-6-0+0-6-2	2-6-0+0-6-2	2-6-0+0-6-2	2-6-0+0-6-2	4-4-2+2-4-4	2-6-2+2-6-2	4-8-2+2-8-4	4-8-2+2-8-4
Wheel Diameter	31.5inch	36 inch	39 inch	39 inch	39 inch	60 inch	42 inch	48inch	54 inch
Cylinders	11 & 17 x 16 Compound	13.25 x 18	M 12.5 x 20 Ms	13.25 x 20	13.25 x 20	12 x 20 (8)	15 x 22	14.25x24	20.5 x 28
Boiler Pressure	195	180 psi	160 psi	175 psi	175 psi	160 psi	160 psi	200	225
Grate Area-squ ft	14.8	22.6	22.6	22.6	27	33.9	33.9	35	72
Fire Box- squ ft	60	99	107	107	116	155.5	155.5	163	247
Tubes-squ ft	568	951	1223	959	970	1530	1530	1535	3313
Evap Surface-squ ft	628	1050	1330	1066	1086	1685.5	1685.5	1698	3560
Super heat-squ ft	nil	180	nil	245	219	333	333	315	747
Adhesive Wt - ton	33.54	55.35	55.45	55.45	55.40	48.00	56.80	72	159.53
Total Mass - ton	33.54	69.0	69.8	69.8	71.0	94.6	90.0	116	251.7
Tract Effort - lbs	16,300	23,690	22,400	24,500	26,800	23,000	27,200	34,400	73,500

Les Smith

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# Notice Board

## **For Sale (Price reduced)**

Diesel-look loco. Powered by rebuilt Suzuki LJ50 two-stroke engine. Runs sweetly. Needs new home, as I have had to give up on my dream. Loco is situated at Torbay, near Albany.  
Ex Serpentine Railway (Turner Cottage) and Whistlestop Railway, Busselton. Built strong and plenty of seating space for a big person. Must sell as downsizing to a granny flat.  
Will negotiate... asking \$9,500.00 ono.

Contact Kevin Graham on 0427452113. Email: [cherwell72@yahoo.com](mailto:cherwell72@yahoo.com)



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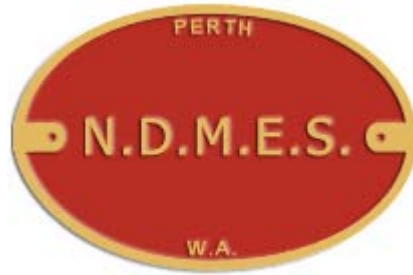
## **MESSAGE FROM THE EDITOR**

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 15<sup>th</sup> of each month. **The format should be; Word, Arial font size 10, photographs less than 1MB (.jpg).**

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

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## Invites you to a Private Inter-Club Run

On Saturday, September 13, 2014  
Vasto Place, Balcatta  
10am 'til late.

This inter-club fun run will cater for

**7¼ and 5in locos on the ground level track and 5, 3½ and 2½in locos on a raised track**

**There will also be facilities for traction and road engines**

It is regretted that ride-in locos are not permitted as our narrow clearances and tight curves (minimum radius 17 metres) may not suit larger locos.

Visitors are also requested to bring no more than one or two carriages, due to our limited facilities.

**Steam locos must be accompanied by a current AMBSC boiler certificate.**  
Coal, char, oil and fuel will be supplied.

**Lunch and BBQ dinner provided at no charge.**  
Soft drinks will be available with free tea and coffee throughout the day.

Registration required by September 8 (please see separate registration form)  
Website: [www.ndmes.net](http://www.ndmes.net)

**Sponsors of CMR**

Di Candilo (08) 9279 7244



Applied Fire Technology (08) 9478 3362



Rheem Australia (08) 9351 4293



Dingo Australia (08) 9311 9811



Fireless Fire Services (08)9371 6913



## Operational Hand Book Amendment.

Mention was made elsewhere in this issue with regards to an amendment to our Operational Hand Book. This amendment is printed below, with the changes highlighted in red and applies to drivers running trains at all times on the railway. This amendment is made to bring us into line with the AALS Code of Practice (<http://www.aals.asn.au/Resources/CoP%20Ops.pdf>). As an add on to this, I would ask members to remember that trainee/unqualified drivers are to be under direct supervision at all times as per the requirements of the code of practice. This issue is ongoing and further amendments may be made as time progresses.

Cut here -----

Amendment to CMR Operational Hand Book (CMR OHB 001):

### **9 APPOINTMENT OF DRIVERS**

- a. Persons who act as Drivers on trains shall be approved by CMR. Approval shall only be given to persons who have been examined and found to be competent by a member of the CMR executive or an examiner appointed for this purpose by the CMR executive. The examining member shall be an experienced and competent Driver holding a license with the appropriate endorsement.
- b. A person shall not be approved as a Driver unless he or she has previously passed the examination on Safe Working Practice for Miniature Railways and is a qualified Guard.
- c. **A person seeking a Class N Driver's licence must be aged 17 years or more. Persons 17 years must be under direct supervision by a licensed Driver at all times as outlined below:**  
**A person seeking a Class S Driver's licence must be aged 18 years or more and must be under direct supervision by a licensed Driver whilst undertaking any period of training as outlined below:**
  - The supervising Driver must hold a licence with the appropriate endorsement
  - A person seeking approval as a Driver must undergo a written and /or oral examination for the class of licence being sought.
  - Drivers shall be approved under one of the following classes:

Class N - A person approved under this class may operate any non-steam locomotive and haul any train at any time.

Class S – A person approved under this class may operate any steam locomotive and haul any train at any time.

In this section, "locomotive" means a railway locomotive, self-propelled rail car or handrail trolley.

- d. Approval may be granted only after completion of the following period of practical experience: