



**CASTLEDARE
MINIATURE RAILWAYS**

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Castledare Miniature Railway
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No personal letters will be printed without committee approval

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Cover page: Three of the replacement steam shed doors installed, but not yet painted.

Photographer: P. Stuart

President's Report

The June first Sunday run is always a very busy time for CMR Members and also a bit of a worry for myself as to whether we will have enough members available for both the Sunday run and the Foundation day run from Wilson Station on the Monday. There is also the three-day AMRA exhibition at Claremont.

As it turned out you, the members, responded in excellent fashion all round with Ken able to roster members for all three days of the exhibition and although I did not get to see it this year I'm told it was very successful once again. The Saturday saw enough members prepare the railway for the Sunday and on the Sunday we had plenty of trains and enough members to operate the railway in an efficient and safe way and apart from one hold up due to a dropped track joint it was an enjoyable day for both the members and the public.

The Monday run was also well attended by members and we had I think about six trains running which as it turned out was more than we really needed. This was because there had been less publicity this year for the Foundation day celebrations that meant fewer patrons. The weather this year was wonderful with sun each day that always, in my mind, makes for a pleasant time for all involved wherever you are. I must say that the railway, especially at Wilson, is looking very well kept and tidy. This is due to both the work done by CMR members as well as the Canning City Council and the Wetlands volunteers of the regional park. Of course the rain always helps to brighten things up. All in all a very busy but successful long weekend of playing trains and a big thank you to all members and to those who organized things over the three days.

At the end of the day's running the City of Canning loco had a problem with its fan belt that turned out to be a loose pulley on the alternator. The following week one of our newer members, John Ahern, took the alternator away with him to re-bush and fit the pulley. He then refitted the alternator to the loco on the Friday night work night. It's really pleasing to have members who see a problem and take on the task of sorting it out. Thanks John.

The following Saturday was the monthly track work day and following on from the very successful and well attended May work day there was another good turn out of members with several work gangs busy replacing sleepers, ballasting and doing track leveling and alignment. As I said last month if we can only keep up the momentum of one good workday per month over the cooler period, before the heat of November onwards, it will make a very big impact on our railway. In order to help with this increased response another work wagon is being set up and fully equipped. The committee is always open to ideas and suggestions by those involved on the monthly workday, so please, if you have any ideas or input make yourself and ideas known. I should also thank Tania and Trish for cleaning out the cupboards and other areas of the clubroom, and sorting out the magazines. There are now a number of mags on the table that can be taken away by members who want them.

In the past I have mentioned the good work done by the Wednesday crew, but I should also mention the good work being done on the third Friday evening in the month in the workshop on both new track panels and also repairs and maintenance on the club wagons. I should remind members that there is a fish and chip supper provided on the Friday work nights and work is from 4 pm onwards until about 9 pm. Even if you can put in a couple of hours it all helps. Once again a big thank you to all involved on the various work days and nights.

Dennis P Moore passed its bi-annual boiler inspection that was carried out by Steve Reeves, so thanks Steve for your time and effort there. Unfortunately the left hand cylinder valve chest developed a steam leak as well as an air leak around the steam pipe from the smoke box to the cylinders that was only sealed by some form of putty. Because of this I have removed all the steam pipes and the valve chests and will fit new gaskets and make the seal into the smoke box using some kind of gland arrangement. Also the pipe from the sniffer valve had come loose so all these things put together affected its steaming ability and when fixed will hopefully give Dennis another lease of life.

As members may be aware since the 2009 convention the AALS have made a recommendation that future conventions be run on a year about basis in Victoria, South Australia and New South Wales, unless clubs in other States wish to hold a convention that is. States would opt in, rather than opt out, of hosting the AALS Convention. After the success of the 2009 convention at CMR, the committee, along with other members, is of the opinion to opt to hold a convention once again in 2013 that would in part be a celebration of 50 years of CMR. There was also discussion in regard to combining with Northern Districts that would cater for the smaller gauges. Contrary to criticisms that have been heard, mostly on the grape vine, and most of it unfounded, the committee is of the opinion that in 2009 the members of CMR ran a very good convention and that we are basically a 7¼" gauge miniature railway that also has 5" track. It is fair to say that the railway is of the bush type of track, similar to many others around the country, and in no way is it fine scale. The date for the 2013 convention is as always the Easter weekend, but in 2013 Easter is very early being March 29th to April 1st. As all members of CMR would be aware this can still be a very hot time of year and as it turned out it was very hot in 2009 with part of the railway closed on the Sunday running due to very strong hot Easterly winds that, as we all know, can be a huge fire hazard especially in the dry wetlands at that time of year. Another major consideration is that the preparation

work before a convention needs to take place over the long hot summer months. Personally I am still of the opinion that I was two years ago, that AALS conventions should be run every two years with the New Zealand Convention in between.

After a long discussion at the last committee meeting it was felt that it would be better to put all our efforts into holding a 50th Birthday celebration in the spring of 2013. This would mean working in the cooler months as we are at the present time and with less stress on older bodies, and also spring is a very nice time of year to hold a three-day event. It has been decided that, unless there are some very strong objections from willing members to see CMR hold a convention in March 2013, we withdraw this proposal.

The long weekend of September 27-30th 2013 has been earmarked for the club's 50th Birthday celebrations with a possible dinner somewhere on the Friday night and public running from both Niana and Wilson Park on the Sunday. At this stage there are no real firm plans and the committee are open to all suggestions from Members willing to get involved with this mile stone event. I am happy to say that Sue Belcher has agreed to still be the coordinator for this event.

At the last run day's briefing I mentioned about security. I would like to remind members to not only make sure doors are properly padlocked when closed but also when opening the doors that the padlock is locked. The reason for this is that if the padlock is just left hanging in the hole it can easily be stolen which apart from being costly to replace can cause a problem when there is no padlock there to lock the doors when leaving. Also when closing the doors in the steam shed, diesel and carriage shed, take time to make sure all bolts and pins are properly in place. Also it does not do any harm to check each other that this is done correctly. This is not about pointing the finger at other members for maybe not doing it right, but looking out for each other and everyone taking on the responsibility of security as a whole. As you know the steam shed doors are being replaced with new ones and Stork has gone to the trouble of fitting chains to the pins and making hooks on the inside of the doors to hang them when they are open. Please make use of these hooks so that the pins don't drag on the ground and get damaged, and thanks Keith for your efforts.

Well by the time you get to read this I shall be on a beach in Phuket getting my annual winter suntan for two weeks. Keep up the good work in my absence and enjoy playing trains.

Roger Matthews

President, Castledare Miniature Railway

Castledare Gallery

◆◆◆June Workday◆◆◆
(Photographer – P. Stuart)





Spot the squatter!!



Index for Photographs on pages 5 and 6

1. Packing down the ballast
2. Ballast wagons
3. Preparation work for placement of a sign
4. Little Stone Bridge – soon to have a sign post
5. Squatters Bridge sign plus 'squatter'!
6. Wilson Wetlands Action Group planting shrubs
7. Busy June run day at Wilson Station
8. Busy June run day at Wilson Station
9. Track damage
10. Repaired track

Name Badges:

For those new members and any current members who may require a new name badge, please advise by e-mail to the Secretary and clarify how you want your badge to read:

i.e. Christian name only or both Christian & Surname

Requests for badges will be processed at the end of July 2010, so if you do not put your order in by 25th July, you will miss out.

Wilson Run Day Report – June 2010

I would like to thank the Wilson crew stalwarts (Vic, Eno, Mike, Tom, Don, John, Fran and Tania) for the huge effort they put in on this month's Wilson run. We had a minimum number of crew and carried a record number of passengers, to be precise, 737!

With the warm sunny weather bringing out the birthday party goers the three trains were kept busy all day, but we also enjoyed ourselves, and everyone did whatever was necessary to keep the crowds moving.

Richard worked steadily, on his own, repairing joints and straightening track in the Wilson loop. He did a great job, with no disruption to the running of the trains.

Photos of the day's activities are in the centre of this magazine.

Thanks once again to everyone for your help and good nature.

Trish Stuart
DO Wilson Station



FROM THE SECRETARY'S DESK

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

- Discussion re the 2013 convention proposal
- Update info on the new fire train tanks and installation process
- Replacement steam shed doors ongoing project – next section July 2010
- Considerable routine maintenance carried out – including major cleanup of green waste from storm damage
- Rule book revision – ongoing project
- Decision to create second work wagon with appropriate equipment
- Ongoing discussion/planning re increase carriage shed size
- Approval of \$2,000 donation to PMH for purchase of equipment
- Approval to purchase steel for ongoing track work

Sincere thank you to all those members who volunteered their time for the AMRA Train Show at the Claremont Show grounds. This is an important event in the CMR calendar and your assistance made it a lot easier this year. As usual, it is always easier on everyone involved to roster members, this gives a chance for all to have a break as well as distribute information about the railway to the general public.

Information received from the ARHS, Victorian Division, about a new book that was released in February this year. It is called: *Bygone Australian Transport* – a personal journey of nostalgic memories 1959 – 1985 and is available at a cost of \$49.95 + \$8.00 post and handling. Should any member wish to follow this up you can visit the web site at: <http://arhsvic.org.au/category/catalogue/books> and scrolling through the publications listing.

On Thursday 17th June I presented a cheque for \$2,000.00 to the PMH Foundation that will purchase two 'Kangaroo' type feed pumps. These pumps allow children who are reliant on this type of medical equipment to leave the hospital premises and spend valuable time at home with their families.

DATES FOR THE DIARY:

Public Run Days

Sunday	20 th June – Wilson Station
Sunday	4 th July – Niana Station
Sunday	18 th July – Wilson Station
Sunday	1 st August – Niana Station
Sunday	15 th August – Wilson Station

Work days / nights – all members welcome to participate

Friday	18 th June —work night
Wednesday	23 rd June – workday
Wednesday	30 th June – workday
Wednesday	7 th July - workday
Saturday	10 th July – TRACKWORK day
Wednesday	14 th July – workday
Friday	16 th July – work night
Wednesday	21 st July – workday
Wednesday	28 th July – 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 3rd July - General meeting @ 11.30am following a general cleanup around the railway
Sunday 11th July – Member’s day – BYO lunch and enjoy the company of fellow members
Saturday 31st July - General meeting @ 11.30am following a general cleanup around the railway
Sunday 8th August – Member’s day – BYO lunch and enjoy the company of fellow members

And now a little something for all those out there who “appreciate” the cooler weather:

Penguins

Did you ever wonder why there are no dead penguins on the ice in Antarctica - where do they go?

Wonder no more! !

It is a known fact that the penguin is a very ritualistic bird that lives an extremely ordered and complex life.

The penguin is very committed to its family and will mate for life, as well as maintaining a form of compassionate contact with its offspring throughout its life.

If a penguin is found dead on the ice surface, other members of the family and social circle have been known to dig holes in the ice, using their vestigial wings and beaks, until the hole is deep enough for the dead bird to be rolled into and buried.

The male penguins then gather in a circle around the fresh grave

and sing:

"Freeze a jolly good fellow"

"Freeze a jolly good fellow."

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.

STILL WANTED !!

Your editors require articles for this magazine. We receive very few contributions resulting in a publication mainly consisting of two regular reports, whereas hearing about what the members have been up to would be far more interesting. Let's make Cinders & Soot a really informative magazine, 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.

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.
