



**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 12th March 2010

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No personal letters will be printed without committee approval

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Cover page: Gathering for the March pre Run Day crew briefing.

Photographer: P. Stuart

President's Annual Report

Run Days

Our run days continue to remain popular with the public and it seems the first two hours of running remain our busiest time irrespective of the time of year. Our change in procedure in the middle of the year, with ticket punching now done prior to boarding trains, has increased the turn around times of trains, especially the diesel hauled ones as they require no time for coaling and taking on water. Our third Sunday Wilson runs continue to increase in patronage and it seems that even 40 degree temperatures and rain does not keep our hardy, or maybe that should be fool hardy, patrons away.

Membership

We have continued to attract new members who have shown enthusiasm in obtaining various qualifications and bringing an ever increasing range of skills to the membership. This has had the effect of allowing me the pleasure of fewer sleepless nights the day before our first Sunday runs. It has in fact at times resulted in an over supply of members and this is something we need to be careful does not have the effect of making members feel unwanted. It may well be time that we look into having a roster for our run days. This has been tried in the past with little enthusiasm from members and of course there is the need for someone to organise it.

Club Finances

The club's finances have remained in good shape under the control of Tania and I'm actually happy to say that the club has made a loss. I say this because it means that the money that is hard earned on run days has been plowed back into the club's infrastructure and equipment levels. It is very important that we spend club funds, to help those members who do put in a great effort, to maintain the railway safely and with less effort and wear and tear on ageing bodies.

Locos

In the main, the club's locos have not given too much trouble. I believe that when Carabao has its new engine fitted, is rewired and painted, it will give us a good strong reliable workhorse for our track maintenance, ballasting, and fire train. It has been pleasing to see member's locos of different types and motive power continuing to arrive at the railway and it's also good to know that more are on the way. But don't ask when mine will be finished!

Cinders & Soot

Cinders and Soot had a makeover with a new printer for its hard copies, which looks great and has had some interesting articles with great photos from members, but it would be even better with more input from members. I do find it interesting to write as someone who can't spell and failed English, but thanks to Bill Gates that is less of an impediment these days ☺. It is disappointing that I have at times been the only contributor along with the secretary. I did however have a pat on the back from a most unexpected reader that was most encouraging. Thanks are in order to all those involved in its production.

Website

The Club's website continues to inform both the members and the general public. It is easy to underestimate the value that the railway receives from it. I thank Mike Crean who continues to improve and maintain it and others who have contributed to it.

Canteen

The canteen has done well this year with a smaller range of drinks and ice creams. Also the roster system seems to be working well, so I thank all the ladies involved.

Membership Involvement

I have tried in my reports to have an overall positive attitude to the goings on at the club, but there is one issue that continues to both trouble and disappoint me. I strongly believe that you, the general members, need to make a bigger effort and have a much greater input on the second Saturday in the month, which is the club's designated workday. In my opinion, since the convention last year the response from the general membership seems to have diminished in this regard.

Our greatest asset, the track, continually needs to be maintained. This is no reflection on Craig, our track master, who continues to make new track sections and with his small, but dedicated, team and undertake the major repairs and upgrades. What has not been happening in the past twelve months is a general level of maintenance, mainly in the form of replacement of broken or rotting wooden sleepers (which are now very few) and the re-ballasting of the track. Unfortunately we maintain what is a public walkway and cycle track, especially in the wetlands, which just so happens to also be our track bed. Just about anyone is capable of filing the ballast wagons and depositing it around the track where it is required, and replacing sleepers. Even without the skills needed to tamp and level the track, with the ballast already there, the task is made so much easier for Craig. However, if you show willingness to learn track-leveling skills both you and the club will benefit greatly. I look forward to a much bigger participation from members starting tomorrow (very big smiley face!).

Future Projects

There are some big challenges ahead in the next twelve months, not the least the building of the replacement footbridge. I still find this a rather daunting task, but am encouraged by the fact that Richard Stuart has the engineering skills and knowledge required for its planning and placement, once all relevant planning approvals have been obtained. This will however need both a huge club effort and also that of outside contractors, which will also mean quite large sums of money needing to be spent. Another major project is the raising of the carriage shed that is under Craig Belcher's guidance and will also need members input and some outside contracting and moneys spent. The replacement of the steam shed doors will also be taking place progressively with most of the work undertaken by Henry Ronchi. The other major ongoing project is the full air braking of our six car consists and this will mostly be undertaken by members.

I am disappointed that no one has come forward to take my place as President for the next two years. It can't be because members fear me because I know only too well I'm far too laid back for that. I firmly believe in letting people see what needs to be done and letting them make decisions on how to do it and allowing them to get on with it, with the involvement of the membership, but of course we all need some guiding and prodding from time to time (another happy smiley face!).

Your committee has done an excellent job once again and I note that all those members up for re-election have re-nominated and are unopposed, with only the President's position and Minute Secretary position still vacant. Just saying thank you to the committee for its support and effort and hard work seems a little inadequate, but I can't think of anything more to say. I'm sure I speak for all the membership and I certainly speak for myself by offering a very big thank you to your committee.

My Special Thanks

This next bit of my report is fraught with danger in regards that one often leaves someone out, but I would like to take this opportunity to thank some individuals personally.

What is known as the "Wednesday crew" under the guidance of John Watson, continues to chip away at many and varied maintenance tasks from bridge and building repairs to the unblocking of the ladies toilets! Its possible that the "Wednesday crew" has been a little too successful in what it does and may have given members the impression their help is not required on the second Saturdays of the month.

It is often said we don't know what we miss until its not there and this is certainly true in regards to Ken Belcher who was taken out of the country, by Sue, for nine weeks last year. Both Ken and Sue would have to be two of the most selfless people I know. Unless you have been in the President's position, you really have no idea just how much Ken does for CMR, so I thank Ken for his hard work and everything he does for the club whenever I have asked. And Sue for her support and wisdom in my darker times.

Craig Belcher gets my thanks for his efforts in maintaining our track with his team and also his endeavours of making improvements in the way things are done and indeed need to be done. Not always successful at first, but for persevering and seeing a good end result.

Once again my most heartfelt and sincerest thanks go to Richard Stuart. Richard has listened to my concerns, thoughts and ideas, sometimes good, sometimes crazy, and the odd rant of frustration. His advice and wise council has been invaluable, especially on the odd occasion when it would have been easy to give up.

If I have missed anyone out please accept my apologies and thanks.

In conclusion, as I said last year, what we have on the banks of the Canning River is something that is unique and the envy of many other clubs. Lets all continue to improve what members, both past and present, have worked so hard for over the years, and in the next twelve months have a greater input from the wider membership.

I had hoped that someone would step forward and take over my position for the next two years. Unfortunately that has not been the case. I have however been encouraged by the committee to carry on. But what has also been encouraging is that quite a few members have also asked me to remain and at this point in time no one has actually told me where to go. On that basis and should you the members here nominate me once again, I am willing to accept.

Roger Matthews
President, Castledare Miniature Railway

President's Award Speeches

Life Member:

One of the things about being President of CMR is that one has the opportunity to make nice things happen sometimes. In accordance with the constitution I put forward the case to your committee to nominate a Life Member. This person championed the replacement of sleepers on much of the existing track, saying that the track was our greatest asset. He was also very insistent that we did not close down the wetlands.

He was heavily involved in the rebuilding of Stanbridge and the new Wilson Station. He has also been responsible for the annual safety inspection of both infrastructure and rolling stock. He has been a committee member for many years, including President for five years, and indeed is still a hard working member of the committee. As well as an accredited AMBSC boiler inspector, he has for some years now been the WA AALS representative.

With much encouragement from his lovely wife Trish, who is also heavily involved in CMR, he built two magnificent steam engines with some very innovative methods, one being the only steam engine in existence, I'm sure, that needs a battery for it to run ☺

Richard Stuart took over from Gerry Broom as President of CMR mid term due to Gerry's ill health. At that time the club was in a very dysfunctional state due to different factions, something that happens to organisations after many years. Due in large part to his factional none alliance, he guided the club forward in a purposeful and pragmatic manner while at times enduring insults and abuse from a few detractors.

He has the ability to see and encourage member's strengths and skills.

After five years of a difficult, but very rewarding period for the club, I took over. Not because I had a different agenda, but because I believe that change is always good as long as it's with approval of the general membership, and Richard had less time to give.

He has continued to give great support and service to the club and to myself, and I'm sure this award will make no difference in that regard.

Congratulations Richard on your Life Membership from the members of CMR.

Clubman of the Year:

Another nice thing that as President I get to do each year is award the Clubman Trophy of the year. The original concept for the award was to reward and encourage members, other than committee members, who have made a valuable contribution to the club. This year's award is for what I suppose you can say is a quiet achiever and contributor to CMR. He regularly turns up on the Saturday prior to our Niana run days, gets out the wheelbarrow and rake and goes about clearing up leaves and bark and anything else around the station area and track. Of course he is not alone in doing this, but this person does it each month. He also then turns up for both the 1st Sunday and 3rd Sunday runs and performs guard or station assistance duties. He does all this with no fuss and bluster or complaint.

It gave me great pleasure to award CMR Clubman of the year 2009 to Eric Thomas. Congratulations Eric and thanks.

Roger Matthews
President, Castledare Miniature Railway

Castledare Gallery

◆◆◆ 2010 AGM ◆◆◆



Committee members – Tania, Roger, Ken and Chris
(Photographer: R. Stuart)



Roger presenting Richard Stuart with the Life Membership badge
(Photographer: C. Belcher)



Roger presenting Eric Thomas with the Clubman of the Year Award
(Photographer: R. Stuart)

◆◆◆ March Member's Day ◆◆◆



44 Class (Gulgong) and Newman
(Photographer: P. Stuart)



Cliff Pole with his 5 inch gauge City of Mandurah
(Photographer: P. Stuart)



Members enjoying their lunch
(Photographer: P. Stuart)



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 is still 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 being done for the new footbridge – sections of full size footbridge now on site 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 the Saturday prior to the 1st Sunday run day 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 or Craig Belcher
- Assistance required helping paint the container enclosure.
- Track work has restarted and this work is mainly carried out on the 2nd Saturday of the month, please contact Craig Belcher if you can assist
- AALS information and voting paperwork sorted through. Trish Stuart to be the CMR delegate at this year's meeting in Brisbane.
- Private bookings already being received for the November/December period.



DATES FOR THE DIARY:

Public Run Days

- Sunday 4th April - Niana Station
- Sunday 18th April – Wilson Station
- Sunday 2nd May – Niana Station
- Sunday 16th May –Wilson Station

***NOTE: A private booking has been accepted for the Edgewater Out of School Care facility. This will involve approx. 60-70 children and their respective carers.**

Date: Tuesday 6th April 2010 from 11am – 2pm (school holidays)

Easter Roster

The following roster is also displayed in the clubrooms. If you have not put your name down for a duty, please just turn up on the day and you will be allocated a duty by the DO.

Easter 2010 Run Day Roster – 4th April	
Niana Station	
Driver 1: Roger Matthews	Canteen: Vaya Crean / Edweena Smith
Guard 1: Cliff Pole	Ticket Box: Fran Jones
Driver 2: Vic Jones	Station Master: Craig Belcher
Guard 2: Rob Cairns	Station Assistants: Chris Daniels / John Ahern
Driver 3: Eno Gruszecki	Signals A Box: Ric Edwards / Alex Ahern
Guard 3: Eric Thomas	Signals B Box: John Smith
Driver 4: Mike Crean	Signals C Box: David Lyons
Guard 4: Tom Donkin	
Relief Driver: John Wilson	
Fire Train: Les Millman	Duty Officer: John Watson

NOTE:

If you are unable to attend on the day, please advise the DO in advance, or find a replacement. Thank you.

(All train crews and station staff on the roster may swap duties if/when convenient)

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.
