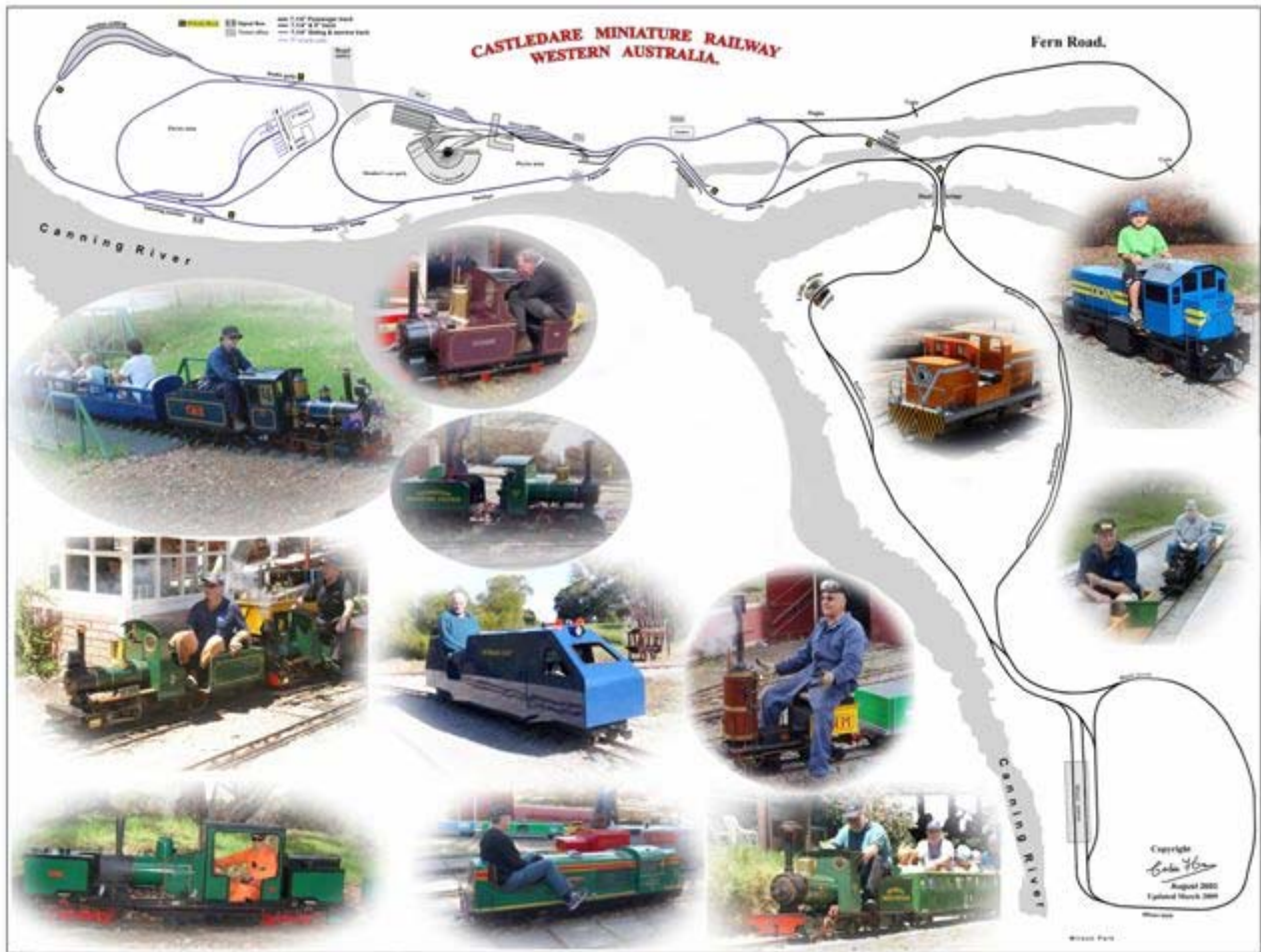


CINDERS & SOOT



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**CASTLEDARE  
MINIATURE RAILWAYS**

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

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MAY 2009

ISSUE NO: 277

**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 17th April 2009

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Diesel Locomotives - Roger Matthews, Craig Belcher  
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No personal letters will be printed without committee approval

**First Aid Officers:** Fran Jones, 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:** Proposed replacement picture for clubrooms – see Notice Board section for details

**Photographer:** Supplied by Colin Cave

## President's Report

The May Niana run day was fine with a steady stream of passengers which were carried by three five car trains hauled by Dennis P Moore, G535 and Como. There was also Mike Crean with his shunting engine N1 with 2 cars on.

The route for the day was via Fern road and down through the cutting without using the convention loop. The reason for this was on the Sunday morning there was no way of knowing if there would be sufficient signal personnel to operate the Canning signal box and Mike understandably did not want to spend time putting the signals in place only to have to retrieve them at the end of the day not having been used.

This brings me to the question that has often been a problem for Duty Officers on the morning of the first run day of the month. This frequent uncertainty of who and when members will arrive to man key positions is, I suspect, one of the reasons it can be so difficult to find enough members willing to be Duty Officer.

Committees over the years have tried rosters, but that too has failed due to members being unwilling to commit in advance. Even the board in the clubroom, which asks for members to put their names on, whether it be driver or guard or other positions, the day before the run day seems to have been ignored. This problem was discussed by the committee at the May meeting and what we are going to endeavor to try and do is make up a list of duty officers for the next six months run days and ask that members once again put their name down on the board on the wall beside the blackboard, or alternatively if they are unable to do this, that they ring either Ken 9375 1223 or myself 0407381527.

As it turned out there were more than enough members on the day, but this was not known until close to the start time of 11am. An excess of members can lead to members feeling that they are unwanted on the day if there are insufficient positions for them to fill, and then they may go home disenchanted. The committee is open to any constructive ideas regarding the above matters.

The committee also received a letter from a member who has certain concerns regarding parts of the new rule book and the perceived poor knowledge by some, of the new rule book. The reason for writing about part of this letter is that it concerns me, even though the writer did not mention me by name.

Here is part of what was written.....

*"Firstly safe working and operations should be the prime objective at ALL TIMES not just on passenger hauling days and at the whim of "CMR Executive". Secondly there does not appear to be any leeway for common sense or personal interpretations and these comments etc are drafted with this in mind.*

*Numerous club owned carriages have white "discs" painted on them and one complete set (the multi coloured set) has discs painted on every wagon. As these discs are meant to signify the last item of the rolling stock in a consist they should only be on the maximum of one. When I commented on this to a member of "CMR Executive" he stated he was not aware of the significance of the disc! Is this not part of safe working knowledge?"*

Ok I will just answer the part of the letter regarding white discs on club wagons.

I should first of all state that I was the member who was asked the question regarding the significance of white discs which was asked of me while I was busily cleaning and preparing Phoenix for the run day next day. In hindsight I was set up, I think to the great enjoyment of the member concerned. When one takes any of the CMR tests members would note they are made up of multiple choice questions which includes the correct answer. Obviously, unlike the member concerned I do not have total recall of every sentence of every rule, but then that is neither required nor expected of any of us.

It is interesting that the second paragraph of the letter then talks about the need for common sense but the complainant makes no allowance for common sense by committee members!

What the member in my opinion should have done is brought the problem of the white discs to my attention and then offered an appropriate solution or set of potential solutions. I really do feel that this type of nit picking and trying to trick members about their safe working knowledge is very counterproductive to club spirit and I know is one reason why we have lost members in the past.

On a more cheerful note all of the members present at the general meeting voted that CMR should try and secure the 2013 ALLS convention as this would also be our fiftieth birthday year. This will mean swapping years with Victoria and from discussions held with two of the Victorian clubs, likely to hold the next convention in that state, they would be willing to change. It was also felt that after the success of this year's event it would be much easier to have another one in three years time rather than wait another 16! I am also very happy to announce that Sue Belcher has offered to be convention

organizer for the 2013 event. Assisting her will be Craig Belcher with as yet no other members confirmed to be part of the organizing committee.

It is with regret I have to inform members that Rose Lyons has resigned her position as canteen manager. I would like to thank her on behalf of all members for her hard work over what I think is the last 3 years.

As of the June run day there will be a collective of ladies running the canteen with Fran Jones organizing the buying. If any members would like to be involved in this important service to the public on our run days from Niana, please Contact Fran or any committee member

On the weekend of May 16/17 Geoff Thompson fitted an alternator to the City Of Canning as it was found, due to the low revs of the engine while the loco was in operation, that there was insufficient charging to the battery from the original generator. Thanks Geoff for sorting out the problem.

Dependable has a few maintenance jobs in need of attention and to make these tasks easier to do the body of the loco has been removed. This will be replaced with fewer bolts holding it in place and wiring, air lines and throttle cable will all be modified so as removal of the body is a much easier task than it was this time. The removable side panels are fine for checking oils and water and such things, but the Loco is very much easier to work on with the body removed. My intention is to have this loco back in service by the June Niana Run Day.

Betsy also has had a service and after some adjustments it once again is running. As Sunday the 17<sup>th</sup> was the Wilson run day and I'd not been to this run day for some time I decided to see how well Betsy could still perform. It is normal to have three long trains to operate the Wilson Run. Vic Driving G535 had The Blue set and Mike Crean had Sir Charles Court pulling the green set. And his N1 was used to take the signal wagon out to Wilson Station. Betsy was attached to the Red carriage set and along with some other members we trundled on out to Wilson Station.

The first train of the day was ready to go with lots of smiling passengers and it was not long before it was Betsy's turn to take out the 3<sup>rd</sup> train of the day. We set off at a nice leisurely pace enjoying the sunshine and the beauty of the Canning river and the wetlands when, just before Bullfrog passing loop, a Tiger snake stuck it's head up in the air and then slithered off towards the river. This is now three snakes I've seen this summer on run days. Before this year I had only ever seen 2 snakes since being a member.

I'm not sure just how many trips were made with Betsy but at least eight I'm sure and it ran very well indeed making all the normal rattles and scrapes for which it is famous and did not overheat at all. I know there are members who think Betsy is a difficult loco to drive, which is just not true, once you get the hang of it she drives very well and for me I got quite a buzz out of it on Sunday. Betsy and the Red carriage set is very much a part of CMR heritage and I'm sure Jack would very much approve that from time to time his loco still gets a run.

After several runs by "Sir Charles Court", Mike decided it was time to let the motors cool down and so his Loco N1 was coupled up to the green carriage set and did several runs with no trouble at all. It just goes to show that it's not just all about size and power but more how the power that a loco has is transferred to the driving wheels as N1 seemed to pull the Green set effortlessly. Vic ran G535 all day with no problems and several members had a drive of this Loco. All in all a very enjoyable day was had by members on the day.

Roger Matthews  
President, Castledare Miniature Railway

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**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 Committee meetings held:

- ⇒ Private party bookings have started to come in already for 2009
- ⇒ Request has been sent to AALS for CMR to host the 2013 convention
- ⇒ Members need to be watchful on water consumption as we now have our own meter



**DATES FOR THE DIARY:**

**Public Run Days**

- Sunday 7<sup>th</sup> June – Public run day - Niana Station
- Sunday 21<sup>st</sup> June - Public run day - Wilson station
- Sunday 5<sup>th</sup> July – Public run day - Niana Station
- Sunday 19<sup>th</sup> July – Public run day – Wilson Station

**Work days / nights – all members welcome to participate**

- Wednesday 27<sup>th</sup> May – workday
- Wednesday 3<sup>rd</sup> June – workday
- Saturday 13<sup>th</sup> June - workday
- Friday 19<sup>th</sup> June - work night
- Wednesday 10<sup>th</sup> June - workday
- Wednesday 17<sup>th</sup> June - workday
- Wednesday 24<sup>th</sup> June - workday

**General Dates for inclusion in your Diary**

- Saturday 6<sup>th</sup> June - Prepare railway for run day and General Meeting at 11am
- Sunday 14<sup>th</sup> June – Members fun day come and join in just sit, relax, catch up with fellow members for a chat, or play trains (no work) - BYO picnic or barbecue lunch

**Additional Dates to be remembered**

- Monday 1<sup>st</sup> June - Foundation day run day from Wilson Park from approx 10am
- Sunday 26<sup>th</sup> July - private booking for approx 60 people 10am – 1 pm

The annual Model Railway Show is on again June long weekend 30/31 May and 1 June - assistance will be required over the weekend. Please contact Craig Belcher if you are able to assist either with something to offer for display or your time during the weekend. The Wilson run usually gets very busy, so all assistance will be greatly appreciated. We will be operating steam locos if this wet weather continues.

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# Castledare Gallery

Sorry, no photos for this month's edition.

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## Notice Board

### Wanted:

Are you building a loco?  
Have you been on an interesting train trip?  
Do you have any train stories to tell?

If you answered 'yes' to any of the above questions, then please share your experiences with your fellow club members. We are looking for articles from our members 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.

### Front Cover Picture:

Colin Cave has kindly undertaken to replace the original track layout and loco picture, that he donated to the club, with an updated one featuring club locos.

If any members would like to have photos of their locos included in the new map, they should contact Colin Cave or Trish Stuart to take the photos, or alternatively, supply them yourself. If you supply your own photo, it is imperative that there is enough margin area around the edges to allow for fade out. For guidance on the required margin space, please contact Colin. Poor quality photos will be rejected.

The closing date for when submissions can be accepted is 30th June.

### 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.

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## 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 15<sup>th</sup> of each month. Please send your contributions to Trish Stuart at the email address on the page 2.

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