



**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: ‘Percy’ (originally called Curly) built by Bob Brown

Photographer: P. Stuart

President's Report

I would like to start this month's report with a big thank you to all the members who turned up to the workday on Saturday May 8th. Although I was there early to prepare Dennis for its two year boiler test, I had to leave at 10:00 am to get a new regulator valve and studs from Atom Supplies, but from what I saw, and have been told, a lot of work was done. There were enough members to have at least three teams working on the track with a large number of sleepers replaced and also five lots of ballast from our two ballast hoppers spread around the track, which is I'm told about five tonne of ballast. If this kind of response from members and work rate can be repeated over the next six months, before we get into the hot weather again, it would be very good for the track and our railway. Also that day three more loco shed doors were replaced so I think that now means half of the old up and over killers have gone.

The following day was the member's day, which I was unable to attend, but I'm told that those who did had an enjoyable time playing trains.

Our Wilson run day continues to be popular with the public and we are benefiting from the upgrade that the City of Canning have done to the Kent Street Weir Park and its facilities.

Our May first Sunday run was a typically sunny autumn day and members were there in large numbers with trains ready to go well before our start time of 11:00 am. I think we had five steamers, but one was soon replaced by Mike Crean's Petrol Electric after Como had a brake problem, a \$13 commercial cylinder let down! It was somewhat deceptive in just how many passengers we had as the public came and went in waves, but I think because we were ready to go on time with four long trains in the station and no problems during the day, it was busy but enjoyable as we were not run off our feet. Well my feet were in Dennis so maybe I'm speaking only for myself ☺

I would like to thank Tania's Mum, Kathy, who ran the canteen on her own that day, but I think Tania lent a hand. All of our other canteen ladies were away that day.

Unfortunately, just before the start of the day's operational briefing Steve Reeves gave me the sad news that Bob Brown had past away the night before from a short illness, so I had the task of telling those present this sad news. We had a moment's silence to reflect, and dedicated the day's run to his memory, which I know he would have felt very happy about.

I can't let Bob's passing go without saying something about him. Brownie, Boiler Bob, Bob Brown, Mr. Brown and just plain Bob, were some of the names he was known by. Bob joined CMR in the early seventies when he and his wife Freda and family moved from Canberra to Perth. It was said that the move West was because of the railway, but I'm not sure that was true! He was heavily involved for many years as a committee member, plus President at one time. He was, up to his death, also a well-respected long time AMBSC boiler inspector, especially for copper boilers.

He built his first engine, Curly, in 1973 and ran this engine for many years using a portable track at school fetes and such like. Steve Reeves had the engine for some time and then Bob eventually sold it to John Smith after fitting a new copper boiler to it. Later it was bought by myself and was given an overhaul of the tender and wheels and axle boxes, but the engine itself, being slip eccentric, only needed the small ends re-bushed.

I decided to change both its color and name, at that time it was green, and called Curly, after the legendary miniature engine builder LBSC. I painted the engine yellow and changed the name from Curly to Percy, Percy being my Dad's name. Bob was horrified at this but as I explained it was still the same number of letters and I had only actually changed two of them. Of course back then I did not appreciate the significant nature of the name Curly to the world of model engineering. I'm not sure if he ever forgave me but I do know he was pleased that I had done the partial overhaul. Bob was always a great believer in keeping steam engines serviceable and in working order as he said they always needed to be in steam to make them come alive and give pleasure to both owners and onlookers. He was especially keen on children getting pleasure. Bob had what my Dad used to say was a "way with kids". Yes ok I know you are all saying gee Roger doesn't have that "way" and I don't, but Bob did and loved kids and he had four sons, that when they got married gave him what he referred to as his four daughters plus grand children and great grand children. He was a wonderful mentor to many teenage boys as well as many older members involved in the hobby and always gave of his time freely. Often too freely I suspect Freda may have thought.

Recently when there was a problem with the boiler on Phoenix, which by the way Bob helped the late John Millman to build, I rang him up and straight away he said, Ok pal bring it over and leave it with me. He did the repairs charging only for materials used. Maybe he considered it all part of the warranty of the build ☺

I should mention the terms of payment here regarding Bob helping to build the boiler for Phoenix. The arrangement was for John and his wife Mary to go over to Bob and Freda's home in Armadale every Wednesday where the boys would build the boiler while the girls would talk about what ever it is girls talk about☺. The cost of this help was for John and

Mary to call into the local bakery and buy four large jam doughnuts each week for morning tea. This they did for many weeks and I forget now just how many doughnuts I was told it took to build the boiler, but it was a lot!

I first met Bob at a run day soon after I joined CMR and that day he had a stationary steam engine, with a pump he had made, perched on top of a 44 gallon drum and spent a long time telling me in great detail about certain aspects of this particular engine. I made the comment that I was thinking of building a steam engine and after he found out my Machinist background said he would draw up some drawings to make a Wombat Engine that he designed. As we know Paul Sherman made and ran one of these engines for many years and even when it was totally worn out it still ran, if only just. It has since had a rebuild and been sold, but it is still running frequently in Queensland I think, reliability was one of Bob's mottos.

Two weeks later I went to see him to get the drawings and patterns for some castings. I remember being rather disappointed because all he gave me was the drawings for the Tender. He very quickly informed me that the reason for making the tender first was that it was less complicated to make the tender than the engine, and also there was another very good reason, there is nothing worse than building an engine and then having to wait for the tender to be built to be able to run it. Of course I was filled with great enthusiasm and the tender progressed with great speed and as it progressed I talked to Bob about building a 0-4-2 rather than his 0-4-0 wombat, this he readily agreed on so drew up plans and designed his version of a self compensating front axle. Time past as it does and also in the mean time John Millman had built the last of his 4 engines a 2-6-2 Merlin with a full Locomotive steel boiler. This seemed to me to be a much better way to go rather than a copper boiler. Bob was quite happy about this and my engine then became a 2-4-2. It needed a rear pony truck to take the extra weight of the steel boiler.

Now Bob during his time had built over 100 copper boilers and when I informed him of my intention to build a steel boiler he said, "right, sounds good to me pal". He probably was thinking thank goodness I would not be bothering him anymore☺. Of course that was not his way, he was always only too happy to pass on his knowledge freely, but also was not so arrogant to think his way was the only way or the best way. He would simply say, "I believe" and then explain his way of doing it, but he was also always ready to embrace new ideas.

One such idea that he came across just before he died was the Rose Bud grate which I have fitted to Dennis with great effect and he wrote an article in the Bunbury Club magazine explaining that he had just recently been introduced to this type of grate. He went on to explain why it was more efficient than the bar type. I rang him up after reading his article and had a go at him explaining how disappointed I was to learn that after all the years I'd known him to find out he did not know everything! We had a good laugh about this, but it showed the kind of person he was.

He was one of the country's most knowledgeable miniature copper boiler builders always ready to impart to others what he knew, but ready to learn also. He would often talk about integrity, not his own, that was never in doubt, but the integrity of boilers that he both made and repaired. He did have his faults like all of us, one of his biggest was he could hardly ever say NO. If you were wrong he was quick to say "you're wrong " but then he would explain the reason why. This did not mean he was always right, but it's not often he was wrong.

At his funeral Freda, his wife of more than 50 years, and more than 150 family members and friends gathered to celebrate his life and his passing which says how much he was both liked and respected. Since hearing news of his impending death about 4 weeks ago, I have come to the realisation that maybe I won't be around for ever myself, so I have been once again inspired to get off my bum and return to building my engine. Another pearl of wisdom Bob gave me was to do something every day, even if only to drill one hole, it keeps the project moving and active. Once again he was right. So-long pal, and thanks.

Roger Matthews

President, Castledare Miniature Railway

Castledare Gallery

◆◆◆ Looking Back - The Wilson Station Project (2005 – 2007) ◆◆◆ (Photographer – P. Stuart)





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Rule Book Information

The CMR operational Rule Book is a live document, subject to ongoing review and revision. Review is influenced by such factors as operational experience, feedback from CMR members, and updates to AALS procedures. All of these factors are currently being considered by the Committee, and it is expected that an updated revision of the CMR Rule Book will be issued in due course. Following successful precedent from the previous issue, it is intended to appoint a members' review panel to independently review the new draft prior to formal issue. Any CMR members interested in joining the review panel are invited to make themselves known to the Committee.

CMR Committee

Choose a Name for the Canteen

We have been contemplating giving the canteen a name, as other clubs have done. Do you have any ideas?

Some suggestions so far are:

- | | |
|-------------------|--------------------|
| 1) Teas on Track | 5) The Siding |
| 2) Trackside Café | 6) Niana Junction |
| 3) Caboose | 7) Stanbridge Halt |
| 4) On Track | |

Food for thought, no that's not another suggestion!! If you would like to suggest a name, or vote for one of the above names, please let Trish or Fran know your thoughts. Our email addresses are on page 2 of this magazine, or you can just let us know the next time you are at the club.



FROM THE SECRETARY’S DESK:

Due to recent holidays in the Eastern States, I have no report from the recent Committee Meetings.

DATES FOR THE DIARY:

Public Run Days

- Sunday 6th June - Niana Station
- Monday 7th June – Wilson Station** (see below for details)
- Sunday 20th June – Wilson Station
- Sunday 4th July – Niana Station
- Sunday 18th July –Wilson Station
- Sunday 1st August – Niana Station
- Sunday 15th August – Wilson Station

Work days / nights – all members welcome to participate

- Friday 14th May—work night
- Wednesday 19th May – workday
- Wednesday 26th May – workday
- Wednesday 2nd June - workday
- Saturday 5th June – workday
- Wednesday 9th June – workday
- Saturday 12th June – TRACK workday
- Wednesday 16th June - 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 5th June - General meeting @ 11.30am following a general cleanup around the railway
- Sunday 13th June – Members day – BYO lunch and enjoy the company of fellow members
- Saturday 3rd July - General meeting @ 11.30am following a general cleanup around the railway
- Sunday 11th July – Members day – BYO lunch and enjoy the company of fellow members

MONDAY 7TH JUNE – FROM WILSON STATION – RAILWAY OPERATIONS IN CONJUNCTION WITH CITY OF CANNING FOUNDATION DAY CELEBRATIONS - 11am to 3pm

JUNE 5 – 6 – 7 AMRA EXHIBITION AT CLAREMONT SHOWGROUNDS – THANK YOU TO THOSE MEMBERS WHO HAVE VOLUNTEERED THEIR TIME – IF YOU ARE ABLE TO ASSIST AND HAVE NOT ALREADY OFFERED, PLEASE SEE KEN

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.
