

CINDERS & SOOT



**CASTLEDARE
MINIATURE RAILWAYS**

W.A. (INC)
www.castledare.com.au

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

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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: Buckets of coal in readiness for a busy day at the Romney, Hythe & Dymchurch Railway, UK.

Photographer: P Stuart

President's Report

Once again like all of us CMR has got just that little bit older and from my point of view our Birthday weekend was a very enjoyable and fun time both playing trains and also running trains for the public. It seemed from what I could see that this was also the case for everyone who stayed on after the morning preparing the railway for the Sunday run next day. It was just a very low key event with a BBQ tea with members enjoying each other's company playing trains and for some there was even a run in the dark.

It was nice to see some members from both Northern Districts and Bunbury clubs helping us celebrate. Rod Bradley had his very nice new Baldwin loco in steam and Steve Reaves had his Majestic Loco. I even had the Late John Millman's Tyseley running around the convention loop, and for some a run in the dark was in order. Of course for these events to happen there are always a few people to thank with Craig Belcher the main force. Sue Belcher organized the cake and meat packs and Fran Jones and Judy Bowyer the salads. Thanks very much to all who made this day enjoyable and thanks also to you the members for supporting it.

The Next day was our monthly Public run from Niana and it was very pleasing to see a good turn out of members. It was also very good to have everything prepared for the day's run by 10.30 am with four trains lined up in the station which enabled the Station Master to get the first train of the day away 15 minutes early. This really is a very good thing as it stops that early congestion. The Picnic ground was full early with at least six large groups and I think at least two birthday parties with most staying all day. Steve Reeves came on the Sunday to pick up his loco Majestic, which he ran on the Saturday, but found the lure of so much activity with so many steam engines too hard to ignore, so he stayed for the whole day before taking his loco home. It was good to see him having a drive of Koojedda, and also Paul Meadwell's Loco, Emily, and he was surprised just how busy CMR is on the first Sunday these days.

In the last Cinders & Soot I asked for members to help with the whipper-snipping of the grass now that spring has sprung and I'm pleased to say that there was a very good response to this with the guys of the Wednesday group doing an excellent job. With the grass cut and the banks around the track in the Canning and picnic ground areas done, the railway looks so very much better kept and inviting for our patrons. It is always the first impressions that count, and a neat and tidy railway is a safe railway. Of course the grass will grow again so lets hope in a few weeks there will be other members to take on this task as well.

In last month's edition, it was very pleasing to see a very good article on the Welsh Highland Railway with photos as well. It certainly showed that the weather in Wales has not changed since I was there fifty years ago. The editor in the last magazine asked for more articles and photos from members. So I hope there will be more from other members. This is so much better than having to read what I have to say ☺

From time to time one or two of our members complain bitterly about the coal used at CMR. I should point out at this time that it is often members who do not have steam engines that often fill the coal wagon and even obtain the coal that is used. Since being a member of CMR, and prior to that I was a member of Hotham Valley Railway, and being involved with steam engines in both organizations and the use of Collie coal, I think I am able to speak with just a little bit of experience on its use.

Now I do not in any way consider myself to be an expert and to some degree firing and driving a full size loco, compared with our Miniature engines, is very different, however there are still some things that are very much the same. I should also say that I had an excellent teacher when I joined CMR in the form of ex British Railways fireman and driver John Millman with twenty years experience of steam. Some engines produce steam better than others and as was the case of the W class engines at HVTR with their large Belpaire firebox which was specially designed to use Collie coal, and depending on who was driving, were fired in different ways but from what I was told and my own observations, a good bright fire which was fired little and often produced the best results. Also the same applied to the use of the injectors.

A lot of black coal makes no steam and to wait for the boiler to get low on water and then fill it with a large amount of cold water with a dull fire, you don't have to be Einstein to work out the results. As most people know Collie coal has a large water content which is why the WAGR used to keep it in a large dam. When I joined CMR the coal was stored in the oil and coal shed which stopped it from drying out too much. When this storage method was changed to the big steel bin, next to the ballast hopper, the coal dried out and was basically baked in the hot summer sun. Another factor in the performance of the coal depends on where it comes from, but on the whole this is fairly consistent. Unfortunately it is no longer as easy to obtain as it used to be as the mines now require all personnel who visit their sites, even for the purpose of picking up coal, to have taken part in a safety course.

CMR has for the last two years had an arrangement where we are able to pick up small amounts, as we require it from the Bennet Brook railway. This does vary in its calorific value due to the fact it is stored in the open and depending on the time of year we have acquired it. Before the convention, at the end of summer, what we obtained was not very good, but the last lot which was obtained during winter was excellent. It did however produce a large amount of fly ash and burned

quite fast, but is certainly gave off very good heat as the peeled paint on the smoke box of both Phoenix and Denis shows. Since we have been storing the coal, once again, in the coal shed and in plastic bins we are able to keep the coal wet which has been a large improvement.

During my time as a member of CMR there has from time to time been much talk about the coal and how bad it is, how it makes large amounts of clinker, does not burn, soots up the tubes, fills the ash pan, blah, blah, blah. Yes I will admit there have been times when I've moaned about the coal myself, but at the end of the day like so many things in life you just get on with it and make the best of what you have. If it fills the ash pan, you empty it more often, same with the smoke box, clean the tubes properly before you run the engine. If it clinkers in the grate, then give the fire a good rake and hook out the clinkers into the ash pit. One of the most important things when using coal of any type is for it to be the correct size for the size of the firebox. Three large lumps will never make as much heat and produce steam as say twelve smaller ones, so size and clean your coal first. The fireboxes on Phoenix and Denis are very different, with Phoenix fourteen inches long by four inches wide and a full locomotive type copper boiler. Denis on the other hand, is about eight inches square with the boiler barrel protruding into the fire space two inches and it is a steel Briggs type boiler. Both designs are different and still able to produce plenty of steam, if fired correctly.

During the Birthday weekend I fired and drove for the very first time a 5" Loco, Tyseley. Coal not char, using nice small clean lumps, which produced plenty of steam, my problem was the fire door not staying open while on the move, but that is easily fixed.

As you can see and many would know there are many factors that come into play regarding firing and driving a steam engine. If all one wants to do is sit back and enjoy the ride, then steam is in most cases not the way to go. I must say however, that I always find time while driving to keep the engine clean, so it's not all head down and bum up all the time. If you have made some recent modification to any part of your engine, then it is not only sensible, but wise, to have at least given the engine a test before you bring it out into traffic on a busy Sunday run day. Come down on the member's day and try different ways of firing with coal of different sizing and see what works best. Remember the old saying, a bad workman always blames his tools!

Roger Matthews
President, Castledare Miniature Railway



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:

- 2010 calendars are to be ordered
- More Coal to be obtained
- Approach to be made to various business re sponsorship for repainting passenger stock
- Additional tools / replacement items to be purchased
- Steel for ongoing track work to be ordered
- Amendments to rule book currently under review



DATES FOR THE DIARY:

Public Run Days

Sunday	18 th October – Wilson Station
Sunday	1 st November – Niana Station
Sunday	15 th November – Wilson Station
Sunday	6 th December – Niana Station
Sunday	20 th December – Wilson Station

Work days / nights – all members welcome to participate

Wednesday	21 st October - workday
Wednesday	28 th October – workday
Saturday	31 st October - workday
Wednesday	4 th November – workday
Wednesday	11 th November - workday
Saturday	14 th November – track workday
Wednesday	18 th November – workday
Friday	20 th November - work night
Wednesday	25 th November – workday
Wednesday	2 nd December - workday
Saturday	5 th December – workday
Wednesday	9 th December – workday
Saturday	12 th December – track workday
Wednesday	16 th December – workday

Times for the workdays are as follows:	Wednesday	9am – 3pm - byo lunch
	Saturday	9am – 3pm – byo lunch
	Friday	4pm – 9pm – includes tea

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

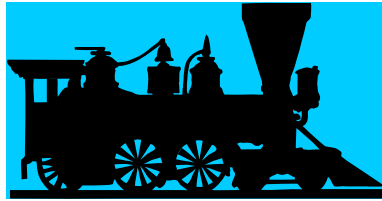
Saturday	31 st October	General Meeting @ 10.00am + prepare the railway
Saturday	5 th December	General Meeting @ 10.00am + prepare the railway
Sunday	8 th November	Members only day – byo lunch and relax for the day

Additional Dates to be remembered

Assistance required for the dates below:

Sunday	15 th November – Conductive Education – approx 300 people from 10am As this is also our normal 3rd Sunday Wilson run additional people / locos etc will be required to operate from Niana Station All club members must wear their name badges on the day.
Sunday	29 th November – Bunning's Social Club – approx 100 people – 10am – 1pm Niana Station 29 th November – Ferndale Playgroup – approx. 100 people – 1pm – 4pm Wilson Station as at 12 October not yet confirmed

Saturday 5th December – Caribbean Club – approx 100 people – 2 – 6pm – Niana Station
Saturday 12th December – CMR Member’s Christmas Function
Sunday 13th December – Panoramic Resources – approx 100 people – 12 – 4pm – Niana Station **Canteen service required**



Toodyay Miniature Railway



The TMR Station complex 27th September 2009

Well what a September long weekend I had. Up early on Sunday morning and headed off to Toodyay with Newman to play trains at the Toodyay Miniature Railway (TMR). I arrived at about 0930 and went on to the TMR site where I was greeted by Mick. After some chitchat we unloaded Newman and ran the loco up onto the turntable, turned it around and hooked it up to a train at the TMR station. At about 1030 the public were chaffing at the bit to get the first ride of the day. Mick set out with Percy in front of Newman to show me the layout and put out the club’s imitation Emu. After the initial induction tour of the track it was down to work carrying passengers around the circuit in three carriages and a guards van. The guard for the day was Ben, Mick’s silky haired terrier and the spectacle sure turns heads at the railway. TMR is not a complete loop. When arriving back at the station I had to uncouple the train, run up on the turntable and turn Newman around and run around the train ready for another trip. After several trips throughout the morning it was time to give Newman a well earned break along with a lunch break for the driver. Newman returned to active service early in the afternoon continuing to perform faultlessly carrying many passengers before finishing as the last train of the day around 1500. Newman was run into the loco shed for the night and I went back to the Hotel to freshen up before going onto Graeme’s house for afternoon tea and onto the club for a few refreshments. Later in the evening I was treated to a home cooked meal at Graeme’s before retiring to the Hotel. Monday I arrived at the TMR complex around 0930 and found both Mick and Graeme hard at work preparing for the Monday run. I chatted with Graeme and Mick for a bit and thanked them for a great day on Sunday and their excellent hospitality during my stay. I also expressed how much I had enjoyed

myself. The TMR track is very similar in construction to the CMR track with numerous concrete sleepers and the rest are wooden. The run length is 1.1 km and takes about 8 minutes to complete. The track section joints suffer from the same inherent problems that CMR faces. The Unloading traverser at TMR limits the length of loco that can be handled. Call the club to confirm the maximum size that can get onto the traverser. Well at about 1030 the weather looked somewhat doubtful so I chose to load up Newman and head back to CMR and unload. All in all, I thoroughly enjoyed myself and would recommend a run at Toodyay to anyone, the hospitality was great.

Mike Crean



Ben, the guard



The Avon Link waiting for passengers



A birthday party special departs the station complex with Ben on duty again



The turntable at the end of the TMR station complex



Mick and Percy departing the station with a passenger train

Castledare Gallery

These familiar faces and familiar locos were spotted having fun at our 46th birthday celebrations. If you take a close look at these photos you'll notice that some of the drivers have swapped locos. *(Photographer: T Stuart)*





Photos from around the UK



Ken & Sue Belcher spotted in London



Miniature Showman's engine in Kent, UK



Midland Single on elevated track in Kent, UK



A steam Lorry in Kent, UK

Benjamin Edwards' Naming Day Ceremony at CMR



CMR's newest 'crew member' – Benjamin's naming ceremony



Rick, Will, David, Sharon and Benjamin Edwards

Poetry

Supplied by Craig Belcher, author and origin unknown.....

“But after the fires are dead and drawn, and the boiler tubes are cold
With a fleeting smile we think again of the glorious days of old
When we heard the sharp shrill whistle sound and felt the smoke drift by
Those golden days when steam was king
Such memories cannot die”

Notice Board

Carriage Shed

Some of you may have noticed that coloured squares have been placed above each door of the carriage shed. Why?

The colours correspond to the colours of the rolling stock consists and therefore will assist members when returning rolling stock after use.

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 has sold out. Another order has been placed and when received you will be able to purchase them from the Canteen at \$5 each.

CMR logo sew-on patches are also available from the Canteen at \$5 each.

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.

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.
