

**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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Photographer: P. Stuart

President's Report

With so many good things having happened at CMR since the last Cinders and Soot it's hard to know where to start, but first I have some sad news. Most of you will be aware by now that our very hard working member Fran Jones has been diagnosed with terminal cancer and has been given only a short time to live. She is at this time in Fremantle hospital and is able to see visitors and take phone calls. This is a huge sadness not only for Fran but also Vic and the family. I know your thoughts go out to them at this difficult time. (Fran is now at home, please contact Vic for news – Editor's note).

I also have to report the death of our Member Paul Hufner. Paul had been a member since soon after the Catholic Homes were built where he lived. He was not an active member as such, due to his need to use his maroon Gofer to get about, but he was there looking on most run days.

Our September run day being Father's day was as always very busy. Members were there bright and early and we had 4 long trains in the station ready to go at 10.45 and with all personnel in their respective positions the ticket box was opened fifteen minutes early and away we went. The public came in what appeared to be a nice steady stream for most of the day with many bringing picnics. This translated into many multi riders being sold. With a good turn out of members, people were able to move about so that most members were not stuck in the same boring job all day. The ladies in the canteen also had a very good day. There was also a visit from the MG TC owner's club who had made the railway the finish for their monthly run, and after they had lunch Ken gave them a tour of the engine sheds. Thanks to everyone involved in this busy day.

Dennis, after some work on leaking steam chest covers and steam pipes, was back in service. I had taken this opportunity to make a more permanent arrangement for the steam pipes into the smoke box. With all leaks now sealed the engine performed very well making plenty of steam and also now making steam under load against the injectors. Steve Reeves who had also made two new injectors came to see how it was performing and after offering him a drive, that was the end of my driving for the rest of the day☺. I can now say confidently that Dennis is both ready for members to drive and for those who wish to obtain their steam ticket and drive on our run days, please make yourself known. The best time to get to know the engine is our club's fun day.

Club loco City of Canning is now repaired after its drive gear failed and other maintenance work has been done to both Dependable and Comet vale. Carabao is now back in service after having a new 13 hp electric start engine fitted. Mike Crean had the loco in his home workshop doing a complete rewiring and Ken and Craig Belcher modified the bodywork. It now just requires a repaint to finish the job. Thanks to those involved in this refit that has resulted in a very powerful loco for work trains and the like.

There is now another work wagon, complete with generator and the necessary tools, and two new flat wagons with turntable in the middle for the transport of rail and such things. The new fire train tanks donated by Rheem Australia have now been fitted to the modified chassis and reconnected, which is another excellent job and should last another twenty years or more. Thanks and well done to Ken and others who were involved.

The Wilson run day was also very busy and with some key members away those that were there were kept extremely busy. It may well be time to look at some form of roster for this run. Thanks to everyone on the day for turning up for what has now become an important part of the club's public running.

At the conclusion of the August Wilson run our track master, Craig, and others removed part of the track from the double bridge up to the short loop points. This was in preparation for the planned next two-weekend track replacement program that had been planned. For all those who were there doing this operation I need not tell you just how well this track replacement went. It was a spectacular achievement for everyone involved but also indicative of what the club and its members can achieve with good planning, good organization and the right equipment.

On the first Saturday the old track bed was dug out using a larger Dingo that had been hired from Dingo Australia at a very good rate with the spoil taken away in the ballast wagons. New road base was then brought to the site with our ballast hoppers and spread using the Dingo and then compacted to make a good firm base for the sleepers. While this was happening others were making up new Tee rail track panels using the new square sleepers. This new Tee rail had been pre-welded using the new rail welding jig, and by the end of the day these panels had been laid in place. The next day with once again a very good turn out of members there to help weld the track panels together and then ballast this newly laid track. Due to both good weather and an even better turn out of hard working members it was decided to remove more of the old track and do more of the same.

On the following Wednesday, the Wednesday crew removed the remaining old track up to the short loop points and prepared the track bed ready for more new track. This was laid on the next Saturday and welded in place and ballasted which meant that by the end of the second Saturday's work the track was in place and ballasted. Because the work had progressed at such a good rate the Sunday was declared a rest day as there was still two weeks before the next run day.

The following week Craig and his dedicated band aligned the track and tamped and laid more ballast with the final tamping and leveling being carried out on the Saturday before the run day. Also on the Wednesday before the run day wood chips were taken, using the ballast wagons, and laid out either side of the new railway form. Something new here was the use of a plastic lawn edging to help define the track bed and contain the track bed that was then built up with soil on the other side and finished off with woodchip and mulch.

The end result of all this hard work is an outstanding job in both a reliable smooth running and firm track. The finish is also aesthetically pleasing to the eye and very much in keeping with the expectations of the Canning River regional park. This whole exercise including its preparation and planning is a huge testament to everyone involved and shows what can be achieved when those involved all have a common goal and interest. Even with it being very hard work I think people who took part agree it was not only a very satisfying and worthwhile project, but dare I say, enjoyable as well. I should also thank those ladies who provided BBQ lunches for the work crews.

I should point out that while all this work was being done I was not involved with this project as I was laying on my back a lot of the time working on Dennis. Sometimes it's best to let the experts just do their thing ☺.

Geoff Thompson has been planting some hardy shrubs and other plants in the gardens which when they are established will add some colour to the railway. Thanks for that Geoff, and remember there is always plenty of weeding to be done if members feel so inclined.

Saturday 11th September saw another good turn out of members for the monthly workday with a team working on sleeper replacement and ballasting from the short loop points to Stanbridge. There was also another group busy ballasting on the approach to the double bridge from the wetlands. It was very pleasing to see members turn up for the workday after the busy previous workdays in August.

On Saturday October 2nd we see CMR celebrating its Birthday of 47 years, and as we did last year, the plan is to prepare the railway for our normal first Sunday run in the morning, with a short meeting at 11.30am, followed by playing trains and general socializing. Then at about 4pm there will be a BBQ tea provided. Please notify the secretary by 30th September for catering purposes.

Roger Matthews

President, Castledare Miniature Railway

Rail Ramblings, September 2010

Sunday the 15th August brought with it, not only a run day from Wilson, but the start of one of the biggest track REBUILDING projects the club has seen in a long time. 66m of track in two weekends.

The project entailed the complete replacement of all track between the Bailey bridge and Aberup, along the riverbank. To achieve this goal, three new wagons have been added to the CMR fleet, 2 being flat cars fitted with turntables for carrying of rail and track panels, the other being a second generator car, fitted out with equipment for re-sleepering work. This track was damaged some years ago by vehicles driving over it, with temporary repairs made to allow us to continue operations, over time these repairs been showing signs of needing further repairs. The decision was made to replace it entirely and solve all the problems in one hit.

We began on the 15th following the last train of the day by removing some 30m of track, this being the S curve at the Bailey bridge end. Not knowing how many members would be there to assist in the rebuilding, it was decided to do the job in sections. The s curve was deemed as scrap, due to the extent of vehicle damage, and number of joints in the track, so all sleepers was removed and the track sent directly to the salvage heap behind the workshops.



The following Friday, the rail and sleeper wagons were loaded, and trains set up ready for the weekends work. Rail and sleepers loaded, both dingos were fired up (we hired a second unit to assist Richard's) and pressed into service, the existing roadbed was dug out, of the first 30m section, deep enough to allow for thicker heavier sleepers, and also a decent firmer roadbed to be installed. In total over the project it is estimated we shifted 20 tonnes of spoil which has all been put to use filling an area near where the old concrete footbridge used to be. With another 30 tonne of new high-grade road base used to go back in to the hole.





By the end of the first day's work, the first 5 panels of track had been laid into position with further track being removed in readiness for the following days work. Plastic garden edging material has been installed either side of the roadbed giving us a defined right of way, which will also hopefully double as a pedestrian walkway. This will then result in less impact on the riverbanks. Time will tell how this works as to whether or not we continue with this in other areas of the railway. Two locos working with three ballast hoppers were working in relays hauling away the spoil from the roadbed, with this continuing for most of the first day. One dingo being used to dig the trench, the other being used to spread the spoil in its new home. The three hopper cars were combined for the start of ballasting operations.

Day 2 saw joint welding commence on the first section of track, while a crew set to work installing the roadbed in the second section, simultaneously another crew were assembling further track panels to be installed. By the end of day two, 42m of track had been installed and welded, with ballasting being commenced at the Bailey bridge end. I felt that the crew had worked so hard over the weekend that I would rather only work 3 days instead of the planned 4, so discussions with others resulted in the decision that the midweek work crew would remove the remaining 24m of track, and establish the roadbed on the Wednesday, I have to thank them greatly as this would have been no easy task with a small number of people involved so my thanks to you all for that huge effort alone.



The following Friday again saw rail and sleeper wagons loaded ready to go, along with additional tek screws etc being sourced, with all in readiness to go for the final push on the Saturday. Again, a crew set about assembling the final sections of track to be installed, while the roadbed levels were finished off. Track was being slid into place just prior to morning tea, with welding of joints following not long after.

By lunchtime, the last joints had been cut and welded, where the tee-rail joins the points of Aberup. Ballasting followed fairly rapidly and with a hired laser level being used to check things along the way. The result is a significant improvement over the big hollow that used to be in the s curve, now being a steady climb from the one end to the other.



The final bit of work saw another 7 wagon loads of ballast dropped to finalize the setting of levels on Saturday the 4th September, prior to the run day. The section, while under caution throughout the day showed to have held up very well. A tribute to the hard work that went into its construction. The only work showing up as needed now is a small section of soft roadbed, possibly where two sections of roadbed joined, needs to be repacked and lifted, which by the time this is being read will be attended to, as well as this there is a small transition section of track at the bailey bridge end which needs altering.

In all, some 600 new 75 x 75 x 400 sleepers were installed with 132 linear meters of tee-rail and 30 tonne of new ballast. From the old track, we salvaged, approximately 300 re-usable plastic sleepers, 36m of reusable track panels and 20 tonne of dirt to fill a hole that has been bugging Ken and John on Wednesdays for a couple of years now he he he....



A large contingent of members was present to assist with the project, as well as a couple of non member volunteers and I thank them all greatly for the work put in for this project. I'm sure I'll forget someone here so I will apologise to those who I may miss, but those involved in the project included, John Watson, Ken Belcher, Tom Donkin, Rob Cairns, John Ahern, Mike Crean, Stalk, Rod Bradley, Damelsa Morgan, Alan Pitt, Tania Watson, Sue Belcher, Kathy Watson, Paul Sherman, Eric Thomas, Vic Jones and Eno Gruzecki. It has been a mammoth task, completed in record time. My thanks also to the ladies who cooked the BBQ for lunch on a couple of the days involved, I know it was much appreciated by those working on the project. Also our thanks to Coates Hire and Dingo Australia for the discounts on items hired for the project. These included a larger dingo, a compactor (due to the premature expiration of the club's) and the laser level. Thanks also go to Roger Matthews, and Sue Belcher for the photos used in this article.

To the future, similar projects are planned for two other sections on the railway, but will not be considered for progression until next year. These jobs need to be done in months with 5 weekends to give the maximum amount of time available to the work crew.

On the subject of the future of the 5" gauge at CMR, after much consideration, the committee has passed resolution that as dual gauge track comes up for replacement, it will be replaced with 7 ¼" gauge only. The end result of this will be the 5" will be restricted to the Canning area with approximately 550m of track. In time, this track will be upgraded with some new point work and new track to go in some areas.

Thanks again to all involved, it's greatly appreciated.

Craig Belcher, Per-way Superintendant.

Castledare Gallery

◆◆◆Hereford Miniature Railway◆◆◆

(Photographer – T. Winterbourn)

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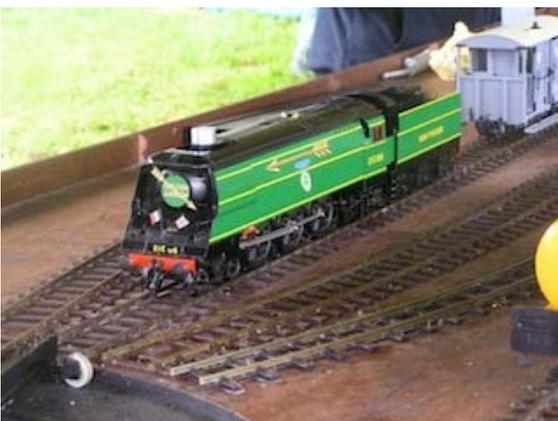
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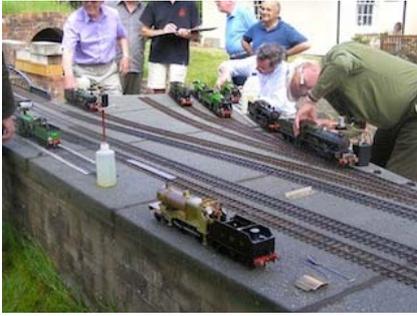
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Hereford steam miscellany

Richard Donnelly of Hereford, UK, is known to many people at Castledare because of his frequent visits to AALS national conventions with wife Liz. The train-loving GP has been to at least one convention at Castledare, in the '90s. He apologises for missing our convention last year!

His interest in railways focuses on the Hereford Miniature Railway, of which he is a leading light, and garden railways. He also has a 5/3½ in garden railway, which is currently not in use.

The Hereford Miniature Railway is dual 5/7¼-inch gauge with a double loop. It also has a 5-inch raised track and an expansive table-top railway for metholated spirits-fuelled O-gauge steam locos.

Richard owns in partnership a beautiful red 0-4-0 7¼-inch saddle tank and once a month hosts an O-gauge club for garden railway enthusiasts at his Burghill home, with wife Liz looking after the "inner man"!

On a visit to the UK in June, Tom Winterbourn caught up with Richard at the Hereford Miniature Railway at Broomy Hill and was also invited to attend the June monthly meeting of garden railway enthusiasts at Richard's rural property, just 10 miles (16km) from Tom's home town of Leominster, in Herefordshire.

Above is a selection of pics taken at both running days.

Tom Winterbourn

Index for Photographs on pages 9 and 10

1. Richard Donnelly drives his 0-4-0 into Broomy Hill Junction past the turntable.
2. Richard Donnelly with Derek Foster, co-owner of the loco and a long-standing friend of Tom Winterbourn.
3. Broomy Hill Junction station.
4. Richard Donnelly.
5. O-gauge ex-GWR 5037 Monmouth Castle being fuelled up (with meths) at the Hereford Miniature Railway's tabletop railway.
6. An ex-Southern Railway Bullied West Country pacific on the Hereford Miniature Railway O-gauge tabletop railway.
7. A saddle tank emerges from the tunnel.
8. The "steam-up bay" at the garden railway at Richard Donnelly's Burghill home. The near-completed 4-4-0 loco in the foreground was the only coal-powered loco at the "meet".
9. An ex-GWR King class loco about to pull away with its nine-coach train.
10. A King class loco runs through the steam-up area.
11. An ex-Southern Railway Schools class 4-4-0 at work on the garden railway.
12. A Somerset and Dorset Joint Railway (S&DJR) 2-8-0 with vintage clerestory coaches.
13. Men and their toys – and not a young bloke among them!



FROM THE SECRETARY'S DESK

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

- Update info on the new fire train tanks and installation process – new tanks now installed, awaiting sign writing by the sponsors
- Replacement steam shed doors ongoing project – now completed and in the process of being painted
- Considerable routine maintenance carried out – these tasks are many and varied and usually achieved by the Wednesday work crew
- Rule book (Operational Hand Book) revision – ongoing project
- Decision to create second work wagon with appropriate equipment – now in use and operational
- Ongoing planning re increase carriage shed size – drawings now submitted to SRT for preliminary approvals
- Agreed against attending with an exhibition at the Canning Show in November – no volunteers available
- Two flat wagons equipped to transport track and sleepers as required
- More members required to 'step up' and take on the role of Duty Officer on run days. This task does not necessarily need to be done by a member of the Committee – general members are encouraged to 'have a go'
- Ballast bin to undergo much needed refurbishment to ensure continued use
- CMR birthday celebrations to be held October 2nd with BBQ evening meal to be provided
- Discussion re replacement and / or refurbishment of wooden footbridge and also extension of the picnic grounds
- Forms received for the Sandgroper's run to be held the 2nd weekend of November at Bunbury
- DVR in Victoria will celebrate their 50th Birthday in October 2011 – more details as they come to hand
- Railfest 2010 – to be held on October 31st from 10am – 5pm at the Railway Historical Society in Bassendean – if any member is interesting in organizing and managing a display on behalf of CMR please contact Ken Belcher as soon as possible.

DATES FOR THE DIARY:

Public Run Days

Sunday	19 th September – Wilson Station
Sunday	3 rd October – Niana Station
Sunday	17 th October – Wilson Station
Sunday	7 th November – Niana Station
Sunday	21 st November – Wilson Station

Work days / nights – all members welcome to participate

Friday	17 th September – work night
Wednesday	22 nd September – workday
Wednesday	29 th September – workday
Wednesday	6 th October – workday
Saturday	9 th October – TRACKWORK day
Wednesday	13 th October – workday
Friday	15 th October – work night
Wednesday	20 th October – workday
Wednesday	27 th October – workday
Wednesday	3 rd November – workday
Wednesday	10 th November – workday
Saturday	13 th November – TRACKWORK day

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

Sunday 10th October – CMR Member's day – BYO lunch and 'play trains'
 Sunday 24th October – Private function 11am – 2pm – approx 75 people
 Sat/Sun 13/14th November – Annual Sandgroper's run at Bunbury – forms in the clubroom
 Sunday 14th November – Private function 10am – 4pm – NACE {Conductive Education annual event at Castledare}
 Saturday 27th November – Private function 11am – 2pm – approx 75 people – from WILSON station
 Sunday 28th November – Private function 10am – 1pm – approx 150 people – from NIANA station
 Saturday 11th December - Castledare Member's Christmas Function – more information later

All of the above private functions require the assistance of members to run the day – be it operating locomotives, Station Staff, etc. All help appreciated.

Notice Board

For Sale

71/4 Black 5 chassis, complete and working on air. Tender almost complete. Copper boiler, silver soldered by Bob Brown and pressure tested certified.

Reason for sale, failing strength and health! Buyer collects.

Can be inspected at:

4, Glenelg Way, Mandurah.

Telephone: 9582 0334. Cliff Pole

Price: \$25,000.00

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.

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 the editor 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.

47th BIRTHDAY RUN



CASTLEDARE MINIATURE RAILWAY

SATURDAY OCT. 2nd – 12 noon to late

SUNDAY OCT. 3rd – 9 AM to 3:30PM

PUBLIC RUNNING SUNDAY 11AM - 3:30PM

5km 7 ¼" gauge, 1km dual gauge

Coal, Fuel and Oils supplied

Road Vehicles and Model Engineering displays welcome

TEA AND COFFEE ALL WEEKEND, early BBQ DINNER on SATURDAY NIGHT

Night running Saturday night, Public running on Sunday for those holding current AALS certifications

NO BOILER CERTIFICATE, NO RUN!

Spark arrestors and secure ash pans are a must

For catering purposes, please return this slip if you are going to join us for any part of the weekend, to 53 Broadway, Embleton, Perth, WA 6062 by Sept. 30th 2010

Alternatively, e-mail to: secretarycastledare@amnet.net.au
or give to Sue or Ken Belcher at the railway.

Cut off here-----

Name: _____ Club / Group _____

I will / will not be bringing an engine

I will / will not be staying for the Sunday public running

I will / will not require evening meal on Saturday