



**CASTLEDARE
MINIATURE
RAILWAYS**

W.A. (INC)

castledare.com.au

This Month:

- DVR and CMR by John Smith
- Notices from Les Smith

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Castledare Miniature Railway

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Diesel Locomotives - Craig Belcher, John Watson, Vic Jones, Eno Gruszecki

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Signals – Mike Crean, Ric Edwards

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Editor of Cinders and Soot:

CMR Management Committee

First Aid Officers:

Keith Watson, Tania Watson

The President's Bit

- A new bench has been installed in the Signal Room and a general clean up was carried out.
- Thanks you for those who have already tidied up their bays in the steam shed. For those of you that haven't, I will be speaking with you shortly!

John Palm
President

Castledare Miniature Railway and Diamond Valley Railway

A personal viewpoint of John Smith

There has been some discussion that CMR should emulate/copy DVR as it is believed their railway is far superior to ours. I am one of the many who admire DVR and believe they are probably the standard we perhaps should be aiming for but not copying. I have probably been heard to say I believe we should base our railway on a WAGR country network, naturally without some of the character in the rails, we will then be an individual enterprise. There are and have been at least five locomotive built by members and run at Castledare named after WAGR sidings, Beechina, Carmel, Comet Vale, Karalee and Koojedda.

A few facts that should be taken into account when comparing the two clubs. DVR figures have been taken from their web page added to and verified by their secretary. CMR figures are from various sources within the railway.

	<u>Diamond Valley</u>		<u>Castledare</u>	
Membership				
<u>Cost</u>	Full member (Numbers)	\$20 (100)	varies	\$70 (71)
	Associate member	\$50 (55)	n/a	
	Junior member	n/a	\$30 (2)	
	<u>Total members</u>	155		73

DVR does not have junior membership but juniors of 14 years plus can join if parent or guardian is already a member, otherwise must be 16 years plus. Full membership requires attending and assisting at the railway at least one day per month.

CMR has 7 Different membership levels but only split into 2 types for comparison. There is a non specific requirement to undertake "active Service" in the previous twelve months

RUNNING DAYS/TIMES	DVR	CMR
Every Sunday 1100 - 1700 (51 times 2016)	306	48 (1st Sunday)
March 6 1100-2300	12	48 (3rd Sunday)
School holiday 1300-1600 (10 times 2016)	30	40
Public Holidays 1300-1600 (5 times 2016)	15	6 (WA Day)
times may vary but include	Easter Monday	
	Anzac Day	
	Queens Birthday	
	Boxing Day (when not adjacent to a Sunday)	

As some days are consecutive DVR is open

26-27 January	(6 hours)
27-28 March	(9 hours)
24-25 April	(9 hours)
12-13 June	(9 hours)

Apart from any private runs CMR is usually only open on consecutive days for June 1st Sunday with WA Day holiday.

Total yearly regular operating hours **DVR** 363 hours over 67 days
CMR 142 hours over 35 days

DVR usually have 2,000 passengers every Sunday for a Calender year total of 143,000 increasing by about 5% per annum.

CMR latest figures are not available - estimate put annual passengers at approx 15,000

Tickets **DVR** \$3 per person under 2 free
CMR \$6 adult \$3 child multi-rider \$24 under 2 free

Location

DVR is in Eltham Lower Park with good other facilities. Presently occupies an area of about 4.5 hectares which is predominately under their control. **DVR** would like to extend their rail by about a further two kilometres into other areas of the Park however Local Shire does not support this.

CMR is situated in the present and proposed Canning River Regional Park (area is currently controlled by Christian Brothers, WA government and the Canning City Council) with grassed areas at both ends however the majority of track runs through areas not under direct control. The Local Shire is very supportive however Swan River Trust regulations can be very restrictive and the Christian Brothers generally do not interfere but naturally protect their own interests.

Ways and Works

DVR main track - profile 6kg/m rail 2kms plus 0.6kms alternate basically two concentric circles one within the other. Sidings 1.2kms. Main Station 3 platform tracks and 2 storage tracks partly covered. 2 other platforms around circuit, 2 tunnels, 3 bridges and 2 signal boxes.

CMR main track - 25x12mm flat bar side on. some older areas (yard etc) still to be converted from original 16mm square bar. Exact track distance has been subject to debate but generally accepted to be about 5kms with three separate "loops" (includes Canning currently out of service due to remediation works) Usual running circuit is about 1.6kms and route varies according to prevailing conditions but regularly have Steamers and Diesels varying on the same run day. Main Station has four tracks mainly covered with Wilson Station having 3 tracks (2 covered) Provision for a Canning station (rarely used) 4 bridges 0 tunnels and 2 signal boxes and removable controls at Wilson and as required around track.

Rolling Stock	DVR		CMR	
Club Owned				
Steam	4		1	
Petrol/Diesel	7		5	
Electric Traction		1		0
Carriage Sets	9		8	
Private Owned				
Steam	4		11	
Petrol Diesel	7		5	
Electric Traction		1		1
Carriage Sets	4		1	

NB **CMR** figures are based on rolling stock on site on January 2, 2016. There are many locomotives off site that are regulars at the club. (Locomotive history register currently being compiled by David Edwards lists 15 Steamers {1 club} and 22 Diesel etc {7 Club} as being resident at **CMR**)

Many conclusions can be made from the above cold/hard facts and probably interpreted to favour individual viewpoints. My viewpoint is that **DVR** is a extremely well managed and developed railway that the 50 plus years of its existence has produced given the prevailing conditions/restrictions. It is and has been managed as a business enterprise.

For **CMR** to emulate **DVR** based on the time and effort that is required to run and maintain the two clubs it would require **CMR** to reduce the length of its rail by about 50% thus abandoning at least one of our two main stations and impose more onerous requirements on the club's members.

Obviously both clubs have developed in their own way given prevailing conditions each has experienced. I believe that whilst many of our members would like to copy **DVR** I am sure that some members of **DVR** are envious of some aspects of our club for example our position along the river, the assistance given by the local City and even our encouragement of Junior members.

If you allow the following staffing for usual run days manning would require the following staff

Ticket sales	1	
Canteen		2
Station Master		1
Station Assistance (ticket, crowd control etc)		2
Signals	2	
Train staff (Driver Guard)		
require 6 x 5 carriage trains min		12
Back up (fire train, lunch relief etc)	3	

This equates to 23 staff @ 6 hours (DVR operating times) each for 67 days (DVR runs) 9246 man hours or approx 127 hours per CMR member or approx 10.6 hours each per month.

Whilst this may sound almost feasible we could not expect members to be available at times that would fully man the railway at all times. There is a requirement that some days (school holidays etc) would need an additional effort from our retired and invalid members. Additionally not all members are capable/willing to undertake their share of all duties thus placing an undue burden on some.

This of course makes NO allowance for development, maintenance and non-operational matters, committee meetings, restocking of canteen, meetings with authorities, bookkeeping etc etc etc.

Even with DVRs members (155) this equates to 59.7 hours each or 5 hours each per month plus maintenance etc, which at times must put some strain on membership.

Whilst at times in the past I have personally dedicated many hours to the railway at this time health and other interests have restricted my involvement and so I for one would not be able to contribute 10.6 hours every month.

INSTEAD OF LAMENTING WHAT WE DON'T HAVE WE SHOULD BE CONGRATULATING OUR PRESENT AND PAST MEMBERS FOR DEVELOPING THE RAILWAY TO ITS PRESENT STAGE. IF WHAT WE HAVE INHERITED IS NOT WHAT SOME WOULD DESIRE THEIR PRESENCE WOULD I AM SURE BE WELCOME BY THE PRESENT DEDICATED MEMBERS WHO SPEND MANY HOURS BEHIND THE SCENES ENSURING WE CAN ENJOY OUR TIME AT THE CLUB

John Smith

Note on above: DVR's Secretary was invited to make amendments and corrections on statements made in this article. He responded, and many crucial errors were corrected, yet were not included in the author's final copy.

Notices From Les Smith

- Members are aware that environment contaminants have been monitored through-out 2015 all over our "operational area" around NIANA before, during and after some remediation work was carried out for our "land-lords" prior to further developmental work. The monitoring was carried out from fixed stations, swabs of infrastructure and attachments to Rob Cairns, Eric Thomas and David Lyons, then finally Eno Gruszecki. The results are that we have been given a clean bill of health.
- We would like all members that when operating steam locomotives with a steam applied brake to the train consist that they inject some light oil into the brake hose before coupling-up.
- All guards are reminded that when checking hand-brake operation that such should also include a check of the oil level in the hydraulic unit under the rear seat prior to entering traffic.

- Our January school holiday Wednesday run days are proving to be quite popular thanks to Roger Matthews, but we do need some more assistance particularly when Day Care Centres turn up with 50 or more enthusiastic children. Some very hectic train despatching takes place!
- Our thanks are extended to those ladies that have stocked the canteen, worked behind the counter and staffed the ticket box..... the latter being supported by the odd male (no insult intended)

Thanks,
Les S.

IMPORTANT NOTICES

- Rubbish bins must be emptied on Sunday afternoons after run days
- Run Day briefings must occur half an hour prior to the commencement of running
- Locomotive owners are urged to clean up the bays underneath their locos in the Steam Shed
- At the request of the President, John Palm, to advise all members that there is a late afternoon/evening run planned for this coming Saturday – 30th January 2016. It is anticipated that some members of the Machinery Preservation Society will be joining us and bringing some of their equipment for display. Please join your fellow members in a BYO barbecue evening meal and enjoy some relaxing time at the railway. It would be appreciated if you would advise any members who may not be on the 'e-mail' list and may not be aware of the planned event.
- Also – just a reminder – 2016 membership subs are due and payable – paperwork must be received by the Treasurer no later than Sunday 7th February.