



CASTLEDARE MINIATURE RAILWAY (INC)

castledare.com.au

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September 1st Sunday Run Day – Photo by John Bollans

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No personal letters will be printed without committee approval

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	Roger Matthews			
Guards & Safe working	Trish Stuart	John Watson	Vic Jones	Eno Gruszecki
Signals	Mike Crean	Ric Edwards		

From the Editors Desk – By Heidi Prindiville

Welcome to the September Issue of Cinders and Soot.
Just a reminder to all that the date for submissions is in the calendar.

The President's Prattle – By Mike Crean

Equipment and consumables used by members for their own purpose are considered to be a limited resource as we only purchase what we require for use around the railway. Please be mind full of your fellow members who put in a huge effort to keep our railway running and do not appreciate using equipment that has been abused or left in a dirty and or poor state along with the consumables not being replaced when they need them to carry out the railways up keep.

Members are reminded that the Saturday before public running days is for preparing the railway and not for using club equipment and consumables to work on their own parts not related to the current running day.

The past few first Sunday running day Saturday clean ups have been very poorly attended and have left a very heavy work load for the very few who tried to undertake this thankless task. If you can find the time please come along and help out. Many hands make lite work.

The board in the club room on the club loco shed door is the run day train roster. If you intend to run a train on a particular running day please check the run day date on the board (only for the next current running day) and correct if needed. If your loco number (name) is not on the board enter it at the bottom along with driver, guard names and carriage set you will be using on the day. The same applies for locos listed on the board. This is a first in best dressed arrangement. It is not acceptable for another operator or their agent to remove or alter any other entry other than their own. These are the trains that will be assigned to a loco and crew. The DO of the day has the discretion to say what loco and crew will run on the day and may change the carriage set assignments.

The DO of a public running day is the sole person in charge of all on the day.
Please let the DO know you are available and able to help out with any jobs you can. The DO will then assign you a post. If you need to leave your post prior to the DO sending you a replacement ***it is mandatory you let the DO know your intention prior to leaving your post*** or arranging a replacement off your own back and ***let the DO know of the arrangement.***

Faulty locos, rolling stock and equipment must be tagged out. Yellow tags are located in the breezeway next to the executive's pigeon holes. The tag must be dated along with a description of the fault and the name of the person placing the tag in a conspicuous position on the article. Please make a note on the white board in the club rooms and advise one of the club's executive.

There is a repair log book located above the executive's pigeon holes. Please enter the appropriate information about the fault and a description of repairs along with your names and appropriate dates. When the fault has been corrected remove the tag, pull out the attaching eye. Tare the tag in half and dispose of in the rubbish bin.

A number of the steam shed doors are not being closed securely. Some are damaged and some of the lower lock pins will not go all the way down into the concrete at the front of the doors. This will not allow the correct placement of the cross-security pins. If you can't clean out the holes for the locking pins or are unable to repair the doors security please make a note on the white board in the club room next to the train roster board and let someone on the executive know. There is a repair log book located above the executive's pigeon holes. Please enter the appropriate information about the fault and a description of repairs along with your names and appropriate dates.

As always we must encourage and congratulate our junior members on their great enthusiasm and their dedication to the club and its members. Thanks boys and girls, keep up the great work.

Until next time please visit your club and its facilities. They are there for all of us to enjoy.

Secretaries Scribblings – By Les Smith

Another good month with strong patronage putting us into an even stronger financial position. We are investing in a second CMR “flag” for the NIANA flag-pole made by TUDOR. TUDOR made our first flag some 30years ago and welcomed our “loyalty”.

Speaking of loyalty, PERTH PAELLA PARTIES have thrown in their garlic prawns (Tapas) for our Christmas party later this year for no extra charge. Members will receive further information in the near future as to the menu.

Members should take a look at the AALS Resources “News” where three items there are about revision of braking requirements for future discussion and a vote to accept or reject. These items of which one is an “explanatory” note, have generated discussions on Face-book to unprecedented levels. It is quite clear that many persons have not read the note. The aim is to simplify what has appeared in Codes re braking and to clarify some areas that have lead to mis-interpretation by Clubs. “CLUBS” is the operative word here.....comments are supposed to be sent in by the Clubs or through their State representatives. How-ever, Face-book has at least got members talking.

Here at CMR we now have an effective braking arrangement that provides for a good stopping distance which maximises the wheel-tread force so as not to skid under normal tare or empty conditions. Our Club wagon consists will stop in 13 to 15m from 10 to 11km/hr and drivers are advised NOT to induce maximum braking to avoid throwing passengers forward unless it is an emergency situation. Accidents generally occur from driver error and or in-attention. For example, should a train get up to the AALS maximum speed limit of 20km/hr (a ridiculous limit) then stopping is going to be 45 to 50m. Where a locomotive is not fitted with brakes to apply in conjunction with the train, and the driver is confused, in-attentive or just forgets, the stopping distance can extend to 25m. If you do not think that this can happen, then I would be pleased to discuss a real head-on collision between two passenger trains some years ago for which I was urgently directed to be a one-man Board of Review of the Inquiry before a Commissioner’s meeting. The litany of errors fortunately did not lead to serious injuries but did shorten the length of the lead impacted railcar by 25mm.

The President has mentioned “playing trains” on run-preparation days and it is disappointing to see such happening on a Wednesday when others are working. There is currently no job application form to complete to join the A-Team!

There are a number of “small” jobs around that require a volunteer to step forward and complete and so, for the following jobs listed, please inform the Secretary of your willingness to organise and do within a reasonable timeframe.....

1. Complete clean-up and paint internal walls of the steam shed
2. Install “surrounds” to brick-work cut for door-way to Mike’s cave
3. Re-paint Club-room wall behind the white-board
4. Install rubber strip to bottom of Club-room access sliding door
5. Paint door-pillars of Carriage Shed
6. Cut toughened tinted glass (specially donated by VOLGREN) and install in windows of Club-room.....a slightly more challenging job!



Our garden(s) around the Club-house have featured plants from the Murchison / Mullewa areas which are traditionally dry and thus should not require too much water. We are not sure if “dry” covers neglect. How-ever, a surprise has been the appearance of a Pink (fairy) Orchid or Caladenia Latifolia being held still to almost keep in focus. Senior members can-not recall ever having seen “wild” orchid in our operational area! Our Kalbarri Carpets have been a great success.

Duty Roster

Niana	Wilson	Duty Officer	Ticket Box	Signal Box [No. Required]		Canteen
		Les Smith	Eddie Smith		[1]	N/A
		Rod Bradley	Sue Belcher	Damelsa [N] Craig/Tania [C]	[3]	Judy Bowyer & Kathy Watson
		Trish Stuart	Tania Watson		[1]	N/A
		Craig Belcher	Sue Belcher	Damelsa [N]	[3]	Judy Bowyer & Kathy Watson
					[1]	N/A
			Sue Belcher	Damelsa [N] Craig/Tania [C]	[3]	Jeanette & Julie
			Tania Watson		[1]	N/A

BRAKING – By Les Smith

The braking of our rolling-stock has been based on a standard and well proven “world” practice that was used by the Association of American Railroads (AAR) and followed by the Western Australian Gov’t Railways (WAGR) and any person building a locomotive or a wagon is recommended to follow.

Based on the use of CAST IRON brake blocks that we know the friction characteristics (it is also sacrificial) then for a simple direct force onto the wheel-treads this shall be limited to 80% of the tare weight on that axle. It is then stated that this brake force should not fall below 20% of the gross load on the axle. This works in well with our wagon gross weights that do not exceed the 4:1 gross to tare ratio.

We can creep a little to 85% and drop a little to 15% if a standardised brake system is used for a number of wagons with varying tare and gross weights, but as CMR pretty well operates with fixed consists, it is rare to have every wagon loaded to gross capacity. As it is recommended that the locomotive brakes apply in conjunction with the train brake this then is a contributing factor when stopping. Our locomotives can make up to 30% of our gross weight where-as in the real big passenger trains it can be as low as 10%.

As CMR does not exceed the 4:1 gross-tare ratio there is no need to have an empty / load change-over system or automatic slack adjusters (these take 3 to 5% off the braked weight). Keeping the brake system simple and direct acting and no return springs holds the mechanical efficiency to 85 to 90% where-as with the big boys and some model locomotives around, the mechanical efficiency can drop below 45% which in effect can double the stop distance!

If any-one is having problems, then please feel free to discuss. The wording “was used” in the opening paragraph is because is there as due to problems cited above, actual testing of the brake block force now MUST be under-taken which we can-not do, thus KISS or “keep it simple....”



This photo depicts the simplicity to fit a standardised system into a bogie with-out the use of a return spring with operation horizontal and set for axle centre-line block contact at about 80% gross load. The derailment protection / re-rail tube is set to give clearance at solid springs plus an allowance for 3mm tread re-profile (flange profile restoration)

TRACKSIDE NOTES – By Craig Belcher

Hi all as some of you are aware I've been on a bit of a roller coaster ride this last 12 months or so but with things slowly returning to normal I'd like to get back to doing some regular track work (bit of a twisted individual and actually enjoy it haha), with this in mind, I'm looking to get a crew together to do regular (monthly) track sessions, carrying out targeted jobs on the track, including point blade replacement (new blade stock being worked on now thanks Richard), ballasting/levelling, sleeper replacement and various other jobs. Targeting the second Saturday of the month, ie the Saturday following the run day from 9am onwards finishing when we've had enough for the day :)

Anyone interested in joining in please let me know via email, craig.belcher@bigpond.com

Look forward to hearing from anyone keen.



BIRTHDAY RUN– By Craig Belcher

Birthday run is coming folks, BBQ type dinner and a night run on offer. Would appreciate a couple of volunteers to set tables and chairs and lighting etc up in Canteen area on the day..

As per usual, Fern Rd will be locked off at sunset so not to upset our neighbours and no whistles or horns after 7pm.

Niana South signals will be in use (local control only) with Niana North left switched out to allow trains to trail through point work.

Any queries please let me know. :)



COMO PRIMARY PARENTS AND CITIZENS ASSOCIATION



CERTIFICATE OF APPRECIATION

IS AWARDED TO

Castledare Miniature Railway



FOR SUPPORTING OUR FUNDRAISING EVENT "COMO QUIZ NIGHT 2018"
PROFITS TO FUND MAJOR PROJECTS AT COMO PRIMARY SCHOOL

15TH JUNE 2018

Jeff Jorgensen
JEFF JORGENSEN
PRESIDENT
COMO PRIMARY P&C

Emma Phillips & Kellie McGrath
EMMA PHILLIPS & KELLIE MCGRATH
FUNDRAISING COORDINATORS
COMO PRIMARY P&C



CMR visiting Hotham Valley open day with Tubby for the weekend – Photo by Craig Belcher

OCTOBER / NOVEMBER CALENDAR 2018

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1	2	3 School Holiday / Work Day	4	5	6 Run Prep Work Day	7 NIANA Run Day
8	9	10 Wednesday Work Day	11	12 Committee Meeting	13 General Work Day / Birthday Night Run	14
15	16	17 Wednesday Work Day	18	19	20 Run Prep Work Day	21 WILSON Run Day
22 Submissions For Cinders & Soot	23	24 Work Day Wednesday	25	26	27 General Work Day	28 Members Day
29	30	31 Work Day Wednesday	1	2	3 Run Prep Work Day	4 NIANA Run Day
5	6	7 Work Day Wednesday	8	9 Committee Meeting	10 General Work Day	11
12	13	14 Work Day Wednesday	15	16	17 Run Prep Work Day	18 WILSON Run Day
19	20	21 Work Day Wednesday	22	23	24 General Work Day	25



Ready for the school holiday run – Photo by John Bollans



Phoenix steam test – Photo by John Bollans

We would like to thank the support from the below
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