



Robin & Rod (When the DO & Station Master are both smiling it's obvious they don't understand the enormity of the situation!) – photo by Lili Bradley

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## CASTLEDARE MINIATURE RAILWAYS (INC)

[www.castledare.com.au](http://www.castledare.com.au)

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**No personal letters will be printed without committee approval**

#### Qualification Examiners

<b>Steam Locomotives</b>	Roger Matthews	Luke Prindiville		
<b>Diesel Locomotives</b>	Craig Belcher	John Watson	Vic Jones	Eno Gruszecki
	Roger Matthews			
<b>Guards &amp; Safe working</b>	Trish Stuart	John Watson	Vic Jones	Eno Gruszecki
<b>Signals</b>	Mike Crean			

## **From the Editors Desk – by Trish and Robin**

Welcome to the February Issue of Cinders and Soot.

Just a reminder to all that the date for submissions is in the calendar and photos would be greatly appreciated. Submissions will be vetted for formatting, spelling, grammar and appropriateness of content before being included!

### **Members Celebrating their Birthday this Month are:**

Ken	Belcher
Ethan	Giddens
Ben	Jones
Tania	Mackellar
Allyra	Millman
Leslie	Smith
Thomas	Winterbourn

### **Reminder – the AGM is on the 20<sup>th</sup> March.**

## **President's Prattle – by Mike Crean**

Our Secretary has been in touch with our landlord and has been informed that advertising of the changes to zoning on land they wish to develop will be advertised in the coming weeks. When the process is finished further consideration and approval will be sought from the Western Australian Planning Commission. This is all positive feedback as to our own future and to who will be the body administering the land our railway occupies. This should give us and the railway more security into the future.

On Wilson running days the Duty Officer (DO) is the communication point for all radio traffic except for signal related messages. All signal chatter will be directed to the Wilson signaller and kept to a minimum. As we do not have a control section at Wilson all messages will be directed to and from the DO with the exception of signals. These are to be directed to the signaller with the call sign of "Wilsig".

When members wish to go for a break or lunch, etc. they must check with the DO to make sure their job has been covered by another member.

Our first Sunday running day was busy with a good turnout of members to help out on the day. Thanks to all who turned up.

The third Wilson running day was a busy day with in excess of 1000 passengers. A very big thanks to those who helped out.

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.

**PLEASE MAKE SURE THE DOORS ARE SHUT AND SECURE.**

## **Secretary's Scribblings – by Les Smith**

The number of “riders” this year to date is still encouraging and on track to be a very good year having passed 6,200 already. Duty Officers and members must keep in mind that the next two Sunday runs, weather permitting, should again see high numbers of passengers, perhaps 1,000 each day.

There are some members from 2019 who have not registered for this year and are reminded that a year's lapse can result in loss of qualifications.

NOBLES working for Christian Brothers (our landlord) have indicated that the proposed “hand-back” of land to the Government that requires amendments should be advertised for public / interested parties comment later in March this year. Following addressing any issues raised the proposals will then go to the West Aust Planning Commission. Then we wait, but hopefully the wrap-up needs to be done before March next year, the earliest the Government call an election, and in that case a 3-month delay can be expected.

Progress has been made in that completion of “test sheets” for qualifications will now be undertaken electronically using a Tablet thus eliminating paperwork and streamlining our records. It is hoped that a demonstration can be shown at our AGM.

In regard to the AGM, Roger Matthews will be the Returning Officer. Nominations for Committee positions will have closed by the time that you read this. You are reminded to vote carefully as last year some voting was not counted as it was classed as “invalid”.

You will notice that there have been some changes in the Workshop. All members when undertaking any task / planning must ask themselves “Is it safe” .....and clean-up afterwards if any work is undertaken.....please! It is also important to finish jobs.

The last heritage wagon undergoing refurbishment will now have a new floor fitted and may even look like a “new” wagon.

## **CMR Charitable \$5,000 Donations in 2019 – by Roger Matthews**

During the whole time of the Castledare Miniature railways existence it has supported a large number of charitable organisations with many thousands of both pounds and then dollars being donated. In 2019 \$500 was donated to Ronald McDonald House Charities in conjunction with a fund raising event, which Rod Bradley was part organiser of. Consistent with making donations to local charitable organisations your committee chose to donate \$4,500 to the Clontarf Foundation. *“The Clontarf Foundation exists to improve the education, discipline, life skills, self-esteem and employment prospects of young Aboriginal and Torres Strait Islander men and by doing so equips them to participate more meaningfully in society”.*

## **CMR Passengers donate \$5048.10 to the WA Bush Fire Disaster Appeal**

In the wake of the large media coverage of the devastating bush fires throughout large parts of the country members suggested that it would be good to raise money for one of the bushfire appeals and so it was proposed that after the January Wilson Sunday run that all moneys raised would be donated. With the assistance of advertising on FB and a good turnout of members to assist on this busy day, CMR Passengers donated \$5048.10 to the WA Bush fire Disaster Appeal run by the Bendigo Bank partnered with the Salvation Army.

As I said in my report at last years AGM, 2019 would be my last year as CMR Treasurer. This is not because the position is a hard one for me to do in so far as paying bills and the inputting of invoices and such like as the accounting side has been on MYOB since I first took on the role in 2002. When I took on the role again six years ago all payments have been electronic. The real pain of the job was that of counting and banking of cash and having to attend every run day with the floats. That I'm pleased to say has been done very well by Julian. However apart from the above the main reason for not continuing is that I've just run out of steam. I have always tried to give as much as I can to the position but after a certain time the batteries no longer are able to stay fully charged. I have also always believed that change is good. It would seem that we have almost a Melbourne Cup field of members who have nominated for committee positions with I believe two for President.

CMR TREASURER "YOUR CLUB NEEDS ONE" - WHY NOT YOU?

### **DO's Report for Sunday 22<sup>nd</sup> & 29<sup>th</sup> January – by Robin Greeney**

The last two January school holiday run days also went off without any issues.

The 22<sup>nd</sup> run day could have done with a few more members in attendance, but thanks to the willingness of those present to undertake whatever was required in order for us to provide good client service, we kept up the high standards for our passengers. Towards the end of the day the number of members in attendance reduced significantly meaning more work for those packing up.

On that day we carried 604 passengers – a very good effort.

The 29<sup>th</sup> had more members in attendance, which allowed for relief of those who needed a rest stop or to have lunch. There were plenty of trains available on the day including a spare dual consist reserved for the City of Canning's "amazing race" event. We had a steady flow of happy passengers and carried a total of 406.

Thanks to all those who supported the school holiday run days whether driving locos, guarding, working in the ticket office, operating the signals or staffing the platform. Without your efforts days like this couldn't happen.

Other than minor issues with the EFTPOS machine (which requires addressing) the other lesson to be taken out of these run days – we need more people skilled in using the EFTPOS machine and selling the tickets. The person in the ticket office needs to be relieved from time to time and if we don't have anyone available with the appropriate skills – we have a problem.

Also apologies to those junior members who were hoping to get more hours towards their qualification – unfortunately we needed your skills in other areas on the day. Your understanding is appreciated.

Once again thanks to all who supported any or all January school holiday run days.... see you again in April!

## DO's Report for Sunday 2<sup>nd</sup> February – by Rod Bradley

Our February 2020 Niana run day was blessed with some great weather. Not too hot and certainly not too cold.

In the week leading up to run day our members again made sure the track and club facilities were in good order. Significant work occurring on the Fern Road “down” side meant the curves were improved, hollows removed and camber corrected. 5 tonne of road base helped a lot! Work performed recently on the diamond crossing has improved transition between Wilson Park's and Fern Rd's lines. As with previous summers the removal of gum leaves becomes quite a task as we strive to reduce fire fuel from the track and clean up the picnic ground.

Steam dominated our run day as it did for much of 2019. *Sumo*, *Tubby*, *John Millman* and *Beechina* all ran well. The steamers were more than keeping up with the passenger numbers. *G535*, *Comet Vale* both ran strong with *4401* in the short loop ready for action if needed. Unfortunately for President Michael, *4401* was not required nor was *Dependable* that sat patiently as the breakdown backup locomotive in front of the signal box. No major issues and mechanical problems reported to me. A new injector control valve thread is the only minor point raised with me on the day.

We had a very good day in terms of rolling stock and track issues. A minor issue with a *Comet Vale* carriage bogie early in the day was the only reported issue for the entire run day. The track work, carriage work and locomotive maintenance would appear to be paying dividends. Also the steamers climbing Fern Bank did not cause any issues for Eno as he patiently monitored the climb. Mowing on the climb has reduced fuel loads near the bank so any inadvertent sparks should not lead to problems.

Our passenger number for the day was 853. A good solid turnout that was well spread out with no extended waiting periods. The passengers remained until 14:15 when we ran our last train. One passenger who had her family at CMR requested, via Sue Belcher, that her thanks be conveyed to all members for a great day she and her family experienced. So well done fellow members. My view is that from passenger comments I hear a large proportion of the public appreciate the efforts of our club members.

Could I also convey my thanks to both the Saturday preparation crew and those attending to Sunday's run day. A check of the sign-in book revealed that circa 36 members attended all or most of Sunday, which meant finding willing help to run the day was relatively straightforward. It was good to see Tania Watson, Sarah Prindiville and Tania Mackellar either guarding or driving trains. Tania Watson spends a lot of her time either selling CMR tickets or stocking the canteen so it is always good to see her on a train and hopefully enjoying life!

Apart from some WIFI issues that upset our EFTPOS machine that day ran very well. As a committee we will take a look at the WIFI situation and see what can be done to boost signals and reduced down time. Fortunately Mike was able to operate the machine just outside the ticket box so all was not lost.

A great run day really. Members and passengers seemed to enjoy the day. Hopefully a sign of a good 2020 to come.

## **Operation Dragon - by Les Smith**

Back in the early 1990s two senior ANR driver/trainers (one was Barry Walding a member of a South Aust AALS club) put to the CEO some ideas about obtaining a steam locomotive for special Indian Pacific occasions. The engine would lead a couple of the early GM types (No1 & 10) using a mu cable etc as is practiced elsewhere e.g. SOUTHERN in the USA. The CEO was pretty keen to foster the "Indian" as with the loss of freight traffic to NRC, he needed an image / revenue boost.

An engine ideal for the purpose was a NSW C-36 (the same engine unit as for the Commonwealth Rail C Class) languishing in dire need of an overhaul at Thirlmere still owned by the Government of that State. Discussions were held with the Government "curator" of historical items on the basis of restoration for a "pepper-corn lease". The locomotive was given a cursory inspection and when standing alongside at ground level, no wonder they were called "pigs" (the boiler was over-powering when looking up). This particular locomotive was the machine that Hamersley Iron tried to lease or purchase back in 1976 but the NSW historical people persuaded the then Government not to let it go outside of NSW. The end result was that Rio Tinto purchased Pendennis Castle, which is another story.

Another locomotive certified to be operatable from Encounter Steam was a Swedish B Class 4-6-0 just released from "strategic storage" in the far dry north of Sweden. This Class of locomotive had operated for 60yrs with virtually no modifications with wheel diameters and a height / width almost identical to a C-36.....plus an identical headlight. The conical smoke box door and wind-cutter front cab wall made them a little different to Australian practice. With a lighter axle load than a 36, they had a little less tractive effort. The tender was not large compared to the Commonwealth Railways C Class.

The tender size was not a concern as ANR still had one from an L Class at Pt Augusta, which had not been modified and likely had never seen operation. At 6,600 gallons of water this was half the C Class tender capacity. We still had 2 x 6 wheel bogies from a C class tender in storage and thus one could have cut an L tender and lengthened, and then used these bogies. A cheaper option was to place an oil fuel tank above the coal bunker and use the space gained for water, plus tweak the rear end to add more water capacity and have some 8,000 gallons that with lighter steaming aided by two diesels pushing would have covered the major stopping places Adelaide to Kalgoorlie that were some 400kms apart. There was also an ex NSW D-57 tender sitting in the station yard in Canberra which was Commonwealth Government territory and offered at least 9,000 gallons.

We moved along to take a "look" at what carriages ANR had available for a historical consist that were stored in the car barn at Port Pirie. Basically we had 6 or 7 of the original cars (Clerestory roof type), 6 or 7 of the second series (Turtle back roof) and 6 or 7 of the third series (all steel Wegmanns) and thus an 18 or 20 car train was possible but could not run beyond Parkes in NSW due to width / length / height restrictions. With standardisation to Melbourne, Geelong was on the cards. The variation of 6 or 7 was because the original Governor Generals carriage (Clerestory) was now a lounge car coupled to the Prince of Wales carriage (Turtle back) and in service for the IP or Ghan. It would take the combination of No1 and No2 original carriages to make a rebuilt No1.

Time has moved on. The ANR CEO left in 1994 and all interest was lost plus the sale by the Govt was looming. Eventually Great Sothern got the Governor plus Prince combination. G & W have the Wegmann "observation" carriage as a crew car (what a waste). The Clerestory diner went to South Spur and was used on their "dinner train". A Wegmann lounge still complete with parquet interior featuring German castles was cut up at Bellevue "mistakenly". The Swedish B Classes have been running in Europe and the Nene Valley in the UK.

The historical Governor General's carriage after opening of the Trans to Kalgoorlie was converted to a "pinch hitting" lounge car after removal of his bath, but never air conditioned and languished until WW2 when US officers used it across the Nullarbor a few times. Later it was sent to reserve for the Ghan on the old narrow gauge from Marree. Next it went as an "office" in the Port Augusta car barn until "restoration" as an apprentice project. This turned out to be a magnificent job made easier as after only about estimated 75,000kms "she" was all original timbers.







The "apprentices" went on the inaugural test run down to Mambray Creek. The air conditioning fitted had ducting "hidden" in the bookcase. One fan was made as a replica as one was missing and used 240v ac in lieu of the original 36v dc.

HISTORICAL NOTE: The Southern Pacific in the USA adapted their Clerestories for air-conditioning by using the centre roof portion as an inlet duct and added return air ducting either side on the roof and then added a covering to form the "turtle back" shape. The Comm Rail wooden 2<sup>nd</sup> series followed this idea and were built onto stretched construction wagon under-frames mostly from Rocky Bay in North Fremantle.

# CMR Events Calendar 2020

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	29	30	31	1 NY / School RD	2	3	4 Run Prep Work
Jan	5 Niana Run Day	6	7	8 Work/School RD	9	10	11 Track Work Day
	12 Members Day	13	14	15 Work/School RD	16	17 Workshop Night	18 Com Mtg / Work
	19 Wilson Run Day	20 C&S Subs close	21	22 Work/School RD	23	24	25 Gen Work Day
	26	27 Australia Day	28	29 Work/School RD	30	31	1 Run Prep Work
Feb	2 Niana Run Day	3	4	5 Work Day	6	7	8 Track Work Day
	9 Members Day	10	11	12 Work Day	13	14 Workshop Night	15 Com Mtg / Work
	16 Wilson Run Day	17 C&S Subs close	18	19 Work Day	20	21	22 Gen Work Day
	23	24	25	26 Work Day	27	28	29 Run Prep Work
Mar	1 Niana Run Day	2 Labour Day	3	4 Work Day	5	6	7 Track Work Day
	8 Members Day	9	10	11 Work Day	12	13 Workshop Night	14 Com Mtg / Work
	15 Wilson Run Day	16 C&S Subs close	17	18 Work Day	19	20 AGM	21 Gen Work Day
	22	23	24	25 Work Day	26	27	28 Gen Work Day
Apr	29	30	31	1 Work Day	2	3	4 Run Prep Work
	5 Niana Run Day	6	7	8 Work Day	9	10 Good Friday	11 Easter Sat/Track
	12 Members Day	13 Easter Monday	14	15 Work/School RD	16	17 Workshop Night	18 Com Mtg / Work
	19 Wilson Run Day	20 C&S Subs close	21	22 Work/School RD	23	24	25 ANZAC Day
May	26	27 ANZAC Holiday	28	29 Work Day	30	1	2 Run Prep Work
	3 Niana Run Day	4	5	6 Work Day	7	8	9 Track Work Day
	10 Members Day	11	12	13 Work Day	14	15 Workshop Night	16 Com Mtg / Work
	17 Wilson Run Day	18 C&S Subs close	19	20 Work Day	21	22	23 Gen Work Day
Jun	24	25	26	27 Work Day	28	29	30 Gen Work Day
	31	1 WA Day	2	3 Work Day	4	5	6 Run Prep Work
	7 Niana Run Day	8	9	10 Work Day	11	12	13 Track Work Day
	14 Members Day	15	16	17 Work Day	18	19 Workshop Night	20 Com Mtg / Work
Jul	21 Wilson Run Day	22 C&S Subs close	23	24 Work Day	25	26	27 Gen Work Day
	28	29	30	1 Work Day	2	3	4 Run Prep Work
	5 Niana Run Day	6	7	8 Work/School RD	9	10	11 Track Work Day
	12 Members Day	13	14	15 Work/School RD	16	17 Workshop Night	18 Com Mtg / Work
Aug	19 Wilson Run Day	20 C&S Subs close	21	22 Work Day	23	24	25 Gen Work Day
	26	27	28	29 Work Day	30	31	1 Run Prep Work
	2 Niana Run Day	3	4	5 Work Day	6	7	8 Track Work Day
	9 Members Day	10	11	12 Work Day	13	14 Workshop Night	15 Com Mtg / Work
Sep	16 Wilson Run Day	17 C&S Subs close	18	19 Work Day	20	21	22 Gen Work Day
	23	24	25	26 Work Day	27	28	29 Gen Work Day
	30	31	1	2 Work Day	3	4	5 Run Prep Work
	6 Niana Run Day	7	8	9 Work Day	10	11	12 Track Work Day
Oct	13 Members Day	14	15	16 Work Day	17	18 Workshop Night	19 Com Mtg / Work
	20 Wilson Run Day	21 C&S Subs close	22	23 Work Day	24	25	26 Gen Work Day
	27	28 Queen's Birthd	29	30 Work/School RD	1	2	3 Run Prep Work
	4 Niana Run Day	5	6	7 Work/School RD	8	9	10 Track Work Day
Nov	11 Members Day	12	13	14 Work Day	15	16 Workshop Night	17 Com Mtg / Work
	18 Wilson Run Day	19 C&S Subs close	20	21 Work Day	22	23	24 Gen Work Day
	25	26	27	28 Work Day	29	30	31 Run Prep Work
	1 Niana Run Day	2	3	4 Work Day	5	6	7 Track Work Day
Dec	8 Members Day	9	10	11 Work Day	12	13 Workshop Night	14 Com Mtg / Work
	15 Wilson Run Day	16 C&S Subs close	17	18 Work Day	19	20	21 Gen Work Day
	22	23	24	25 Work Day	26	27	28 Gen Work Day
	29	30	1	2 Work Day	3	4	5 Run Prep Work
Dec	6 Niana Run Day	7	8	9 Work Day	10	11	12 Track Work Day
	13 Members Day	14	15	16 Work Day	17	18 Workshop Night	19 Com Mtg / Work
	20 Wilson Run Day	21 C&S Subs close	22	23 Work/School RD	24	25 Christmas Day	26 Boxing Day
	27	28 Boxing Day Hol	29	30 Work/School RD	31	1 New Year's Day	2

NOTE: This calendar will be updated as and when notification of special events is received.

## Duty Roster

The Duty Roster is located on the notice board in the breezeway and will no longer be published in Cinders and Soot. Please remember to add your name to that list if you are able to assist with any of the positions.

### CMR Photo Gallery – Photos by Robin



G533 pulling a double consist departing Wilson Station



Vic in his G533 departing Wilson Station



Preparation for the Feb Niana run



John driving his UP on the Jan Wilson School holiday run

## **Disclaimer**

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