



**CASTLEDARE
MINIATURE RAILWAYS**

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

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Castledare Miniature Railway
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Cover page: Betsy, one of CMR's original locos, on the fire train.

Photographer: A visitor to CMR

President's Report

Well it would seem that I missed the very cold nights while I was in the land of sunshine and smiles, but I must say I'd rather it cold and sunny than wet and cold as it has been since I've been back. Mind you with it having been so cold it makes one wonder about all this so called global warming we keep being told we are going to have to pay for!

Anyway I had a good rest and read four books; a biography on Dawn French, very funny lady, a book on money laundering around the world and its effects on poverty and such like and two books of pure fiction. Now seeing as I've been away what I write here now will be about what I've been told happened in my absence so maybe some of this may end up as fiction also ☺

I will start with the July Niana run day where at the meeting the day before the call went out for a Duty Officer and that call was responded to by long time member John Smith.

The run day itself was a very busy day with just about all carriages in use with only a couple of minor problems track wise, that Craig was able to fix at the back of the clubrooms while trains were rerouted down through Canning cutting. I'm told that we had a good turnout of members to assist on this busy day. John Smith as Duty Officer was there early on Sunday morning getting everything ready and organized for the day's run and making sure all key positions were properly staffed and then at the end of the day ensuring that everything was properly stowed and locked away and everything turned off before going home. Of course this should not come as a surprise because John has been a member of CMR a long time and would be aware of how things are run, but what is so very pleasing is that he volunteered when the cry went out on the Saturday for a Duty Officer and he put up his hand and then went on to make sure things ran smoothly on the day. One gets used to the same old few members who normally perform the Duty Officer's duties which they also carry out extremely well, but it's always nice to have someone else, especially from the general membership, willing to take on these tasks, so thanks John for your efforts on the day. Thanks also to everyone else including canteen and ticketing staff who often get overlooked.

The monthly workday the following Saturday was not the best weather wise, so it was decided to do work close to the clubrooms. With this in mind those that were there set about removing the grass from in front of the container shed and new track making jig so as to be able to lay road base in this area. This will give a good clean and safe surface to work on. I'm told that this area was filled up and leveled with road base by the Wednesday crew on 14th July. There were some other smaller jobs done as well, so thanks to everyone involved on the day.

I'm also reliably informed by our track master, Craig, that after the last train of the August Wilson run on Sunday 15th August the track between the dual bridge and the lagoon will be removed and new track bed and track will be laid down over the following three weekends. Anyone who is able to give some of their time during this period will be most welcome and I would ask that you contact Craig first on 0417 984 206 to make sure of just exactly what is required and when work will be done. This is a fairly large job and needs to be completed before the 5th September Run.

I'm sure most members will be aware of the Australian Model Engineering magazine and the many varied and interesting articles and photos and its superb quality. It is to my mind excellent value and is awaited eagerly every two months in the mail. What I would like to comment on is the many reports now published on matters involving the AMBSC. These reports I feel help us all to better understand the need and reasons behind certain requirements and also inform us of changes in the various codes. I know these changes are sent out to all clubs in letter form but a well-written article with photos informing AALS members tends to get ones attention. Thanks to both Barry Potter AMBSC Chairman and Adrian Cox Secretary AMBSC for these articles.

I'm not sure when the next Cinders and Soot will be out as Trish and Richard will be away for their annual holiday in the old dart. So I shall wish them both a safe trip and await the email asking for my next contribution!

Roger Matthews

President, Castledare Miniature Railway

Rail Ramblings July 2010

It has been a while since my last report. So I will attempt here to give a brief update on current track works being carried out.

Total rail replacement is planned for the section from Bayou to Aberup, involving 66m of new track that is currently under construction. This track is of the Tee-Rail format, on heavier sleepers than we have used in the past. It is hoped to incorporate improvements to roadbed and alignment in this section as well, however it remains to be seen exactly how far we can go here. This work was initially meant to be carried out earlier in the year, however various reasons forced it to be delayed. August is the only month we have with 5 full weekends to allow us the time to do this work. It is planned that the August Trackwork day (Saturday August 7th) will centre around preparatory work for this project, with the job itself commencing after the last train on the August 15th Wilson Run day. We then have 2 full weekends plus 1 extra Saturday (prior to the September run) to complete the job.

It is a big task, but it can be done. Lunch will be provided on the two Sundays for those who have been working on the project.

Scope of work for the project is as follows

- Removal of existing track work
- Salvaging and storing usable material (rail and sleepers)
- Excavation of roadbed to lower by approximately 40mm to allow the use of the larger section sleepers
- Installation of bordering material each side of trench to contain ballast
- Installation of track
- Ballasting
- Levelling
- Recommissioning

The removal of the existing track I intend doing at the end of the August 15th run day, while the salvaging and storage operation can be carried out as and when time permits over time. It is envisaged we will recover a couple of hundred re-usable plastic sleepers from this section that will be added to the stack in the workshop. Some of the sections of rail are damaged due to a vehicle driving over it some time ago. While repairs were made at the time, it is beyond re-use. This being the case, the curved sections will likely be scrapped, with the straight panels being added to the stockpile beside the workshop.

As I have said on many an occasion in regards to track work, I won't ask anyone to kill themselves working for the club, but the more hands on deck we have the easier and quicker the job will proceed. The dates concerned are noted in the Secretary's diary elsewhere in the magazine. Please look at the dates concerned, and if you are able to assist on any or all of them, please let me know, either by e-mail to victor.1213@hotmail.com, or by phone, 0417 984 206. This will also assist with catering for the planned lunches.

Many thanks to Don Bowyer for drilling the tubes for the new expansion joints. We have purchased steel for more of these to enable a stockpile to be kept for when we start on the task of installing them. As soon as a welding jig for installation is completed, this process will begin.

The Tee-rail welding jig has been completed with all associated clamps etc. Thanks to John and the Wednesday crew. A road base hardstand is being laid in this area that will make it more user friendly for those working on it.

5" Track: -

As mentioned in my last report the 5" track is under some scrutiny as to its future, for those who may not have read it, I have copied it here below, and I urge members to offer their input. The decision on what happens will be made at the September committee meeting. So please come forward before then.

The 5" network at CMR suffers from some fairly major issues. Including, but not limited to, non conforming point work, track construction issues, rail too light in section for our conditions, ground subsidence –more problematic due to smaller flange / wheel profile, and yes, neglect. It has been the situation where those of us doing the track work have had to essentially ignore the 5" track when carrying out work around the railway. A HUGE effort was put in by a small number to correct some fairly major gauging issues around the 900m of track, which essentially resulted in the whole 5" circuit being re-gauged. While I heartily thank those involved, the work that was carried out only rectified part of the problem.

My question to the members is this. WHAT do YOU as members see as the direction for the 5" network at CMR? I have already heard from some members on this topic with thoughts ranging from take it out, to reducing its size; to rebuild it all, but what do the majority of members want the future of CMR's Track to be? Do we want a single gauge (7 ¼) only facility?

I have my own views on this, but I won't write them here. This is a decision I feel must be made by the membership. All I ask is that any comment made is one of thought. All input is welcome, but please think about the effects it will have on other aspects of the club.

Craig Belcher (Track Master)

Bundaberg Railway

The photographs below were taken in Bundaberg during our recent Queensland expedition. The railway, which is operated by volunteers on some weekends monthly and runs through the Bundaberg Botanic Gardens and on the day we visited, the train had been hired for a wedding party. The guests and then the bridal party were transported from the station to a beautiful area within the gardens where the wedding ceremony was conducted.

Sue & Ken Belcher



Castledare Gallery

◆◆◆ Some of the Original CMR Locos ◆◆◆
(Photographer – P. Stuart and visitors)





B-14 at SASME Millswood.

B-14 has undergone many small changes via different owners. My efforts have been to revert back to something that looks more like the B Class when in service. As an apprentice at Midland I did get a yard ride on B-185 just before withdrawal.

The coalbunker is not as was fitted to B-14. The B's never had electric lighting. The original style whistle has been repositioned to the steam dome cover. A WAGR whistle that is out-of-scale is now hidden under the running board. A steam over water brake has been fitted that looks much like a vacuum cylinder but of necessity is on the wrong side. A dummy vacuum ejector silencer has been added. There is now a wooden cab floor. Blow-down is now from the cab and not by using a spanner. The smoke-box has a Master Mechanics type spark arrestor as used by the WAGR .

It has been evident that B-14 suffered injector problems and there is a cam on one axle for a pump that does not seem to have been used. A hand water pump was once at the end of a side tank. I added some extra insulation between the side tanks and the boiler to try to cool the water but then used the ride-on truck tank for the left hand injector with a little more success.....however, the water pipe system was a nightmare and some effort has been placed to try and rationalise it all. It was found to be impossible to fill the side tanks to full and without a balance connection one could easily run out of water on one tank. With the eventual return to Castledare in mind, some mods were made to correct the problem by improved venting and a balance pipe. The side tanks were then left to feed a steam pump that unfortunately failed last Sunday after 8yrs of work.

The steam turbo as made by Ed Brown was actually a vane motor and this clattered like an old VW. Somebody commenced to modify this to an impulse turbine wheel and such remains to be completed.

Les Smith.

Index for Photographs on pages 6 and 7

1. Dennis P Moore
2. Comet Vale
3. Judy
4. Karalee

Choose a Name for the Canteen

LAST CHANCE (the committee will choose if no responses are received)

We have been contemplating giving the canteen a name, as other clubs have done. Do you have any ideas?

Some suggestions so far are:

- | | |
|-------------------|--------------------|
| 1) Teas on Track | 5) The Siding |
| 2) Trackside Café | 6) Niana Junction |
| 3) Caboose | 7) Stanbridge Halt |
| 4) On Track | |

Food for thought, no that's not another suggestion!! If you would like to suggest a name, or vote for one of the above names, please let Trish or Fran know your thoughts. Our email addresses are on page 2 of this magazine, or you can just let us know the next time you are at the club.



FROM THE SECRETARY'S DESK

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

- Discussion re the 2013 convention proposal – decision made not to proceed with nominating for this convention. No response from members to President's comments in last edition of Cinders & Soot.
- Update info on the new fire train tanks and installation process – 2 tanks replaced, 3rd currently being worked on.
- Replacement steam shed doors ongoing project – dependent on weather.
- Considerable routine maintenance carried out – these tasks are many and varied and usually achieved by the Wednesday work crew.
- Rule Book revision – ongoing project.
- Decision to create second work wagon with appropriate equipment – work continuing to make this operational as soon as possible.
- Ongoing discussion/planning re increase to carriage shed size – drawings almost completed.
- Agreed to proceed with exhibition at the Canning Show in November.
- Discussion re appointing custodians for club locomotives and rolling stock.
- Major track workdays from end of run on Sunday August 15th – all weekends in August – assistance required.

Custodians of Locomotives & Rolling Stock:

It is envisaged that 1 member be appointed as Custodian for each club owned locomotive and sets of rolling stock. The Custodian would be responsible for the maintenance [or arranging for required maintenance], general cleaning and upkeep of the unit in preparation for use by the club on public run days.

If any member feels they have the ability and willingness to undertake this task, please contact Ken and details can be worked out from there.

Canning Show Exhibition:

This show will run over the weekend of Friday 5th & Saturday 6th November [Friday night and Saturday]. The committee is looking for 1 or 2 members who would be willing to organize and 'man' a display for the club. Displays such as these usually generate quite a bit of public interest in the railway and can, in turn, increase both patronage and at times, membership.

Name Badges:

Don't forget – members who require a name badge need to contact the Secretary via e-mail confirming how you would like it to read: i.e. Christian & Surname or Christian name only

If you need a badge – then YOU need to contact the Secretary – please do not send messages via other members.

Requests for badges required by 31st July 2010

DATES FOR THE DIARY:

Public Run Days

Sunday	18 th July – Wilson Station
Sunday	1 st August – Niana Station
Sunday	15 th August – Wilson Station
Sunday	5 th September – Niana Station - Father's Day – usually quite a busy run day
Sunday	19 th September – Niana Station

Work days / nights – all members welcome to participate

Friday 16th July —work night
Wednesday 21st July – workday
Wednesday 28th July – workday
Wednesday 4th August – workday
Saturday 7th August – TRACKWORK day
Wednesday 11th August – workday
Friday 13th August – work night
Sunday 15th August – TRACKWORK at conclusion of Wilson run day
Wednesday 18th August – workday
Saturday 21st August – TRACKWORK day
Sunday 22nd August – TRACKWORK day
Wednesday 25th August – workday
Saturday 28th August – TRACKWORK day
Sunday 29th August – TRACKWORK day – BBQ lunch provided to work crew on this project
Wednesday 1st September – workday
Wednesday 8th September - workday
Saturday 11th September – 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

Saturday 31st July - General meeting @ 11.30am following a general cleanup around the railway
Sunday 8th August – Member’s day – BYO lunch and enjoy the company of fellow members
Saturday 4th September - General meeting @ 11.30am following a general cleanup around the railway
Sunday 12th September – Member’s day – BYO lunch and enjoy the company of fellow members

Notice Board

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.

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.

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Please note, the next edition of this magazine will be issued in September. As Roger mentioned in his report, Richard and I are off to the UK where I'm sure we'll find ourselves visiting a railway or two! We'll let you know if we see anything of interest.
