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## CASTLEDARE MINIATURE RAILWAYS

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

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**Castledare Miniature Railway**  
**P.O Box 337**  
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All information on this page ratified by Management Committee on 14th March 2008

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No personal letters will be printed without committee approval

**First Aid Officers:** Fran Jones, Keith Watson, Tania Watson

**The Castledare Miniature Railway is sponsored by:**

Coal Supplies: The steam locomotives at the Castledare Miniature Railway operate with coal supplied by Premier Coal

**Cover page:** Some of the Wilson Station 'gang' after a hot January Run Day

**Photographer:** P Stuart

## President's Report

On our January run day there was no Duty Officer, so I decided I would take the job on for the day. Now it would be at least 4 years since I was last D.O.

Now I know these days being in charge of the day's events is more about paperwork than hands on, so I thought I'd better try and do the right thing and fill in the Duty Officer sheet. Of course it's all very well having a bit of paper to fill in, but without having the right number of qualified members on the day, it's basically useless.

However, after going through the requirements of what needed to be done i.e. turn on water pump, put out barbecues, and all that kind of thing, more members started to turn up and by the time of the operation briefing at 10 30 am it seemed that we would have enough qualified members to get the days run started on time.

What stood out in my mind since the last time I was D.O, was that there was a much greater willingness amongst the members to muck in and take on different tasks during the day, within their qualifications, and as it was not a busy day some members were able to undergo instruction i.e. signal box training and the like.

Now not only is this good from the point that the more qualified members we have means we are less reliant on individuals, it also means that the workload can be spread around, which in turn makes for a much more enjoyable and interesting day's activities.

For me it was interesting to see our operations from a different angle and it made such a difference with all members pulling in the same direction. This kind of cooperation at the present time is going to make the running of the convention a busy time, but also an enjoyable time, helping kindred society members enjoy our facilities over the 4 days at Easter.

I was not at the Wilson Park run, but I'm told that Colin Cave's battery electric loco, driven by David Lyons, performed well all day and plenty of members were there to help out.

Unfortunately, CMR has suffered from some more vandalism. The reticulation box has been ripped off the wall after they had failed to break the padlock. This kind of mindless damage is always hard to fathom and it is not so much the cost factor, but what is really annoying is that it is so time consuming to have to repair and annoying when it takes members away from much more important tasks, especially at this time.

Trish and Richard reported at the last committee meeting on their visit to Diamond Valley during the XMAS break, where they were shown how they have dealt with security problems using cameras. It seems that since security cameras were installed, vandalism has almost stopped, so with this in mind, the committee has committed funds to begin to install cameras. The system will be such that it can be added to as both funds permit, and the need arises. I should also mention that since the church has installed security cameras, their problem with vandalism has dropped right off.

Of course security always starts with good housekeeping, so I would like to remind members to make sure all doors are secured and if you are going to be working away from buildings, please lock the doors.

On a disappointing note, we still have one or two of our members who continue to criticise and denigrate the hard work that others have been doing to the track and buildings in the last few years. There is always a way to change things, and that is to get in and help with the many tasks that are always there to be done. If, on the other hand those that complain are not prepared to help, then personally, I find it hard to understand why, if CMR is in their mind such a bad and disorganised club, they bother to remain a member.

During the middle of February I shall be taking the train from KL to BKK for another holiday in Thailand, and will return refreshed and enthused for the lead up to Easter.

Roger Matthews  
President CMR

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## **FROM THE SECRETARY'S DESK**

Following are some of the items that have been discussed at Committee meetings and they are listed here in an endeavour to keep members informed of the current goings on. If any members have any questions or comments, please do not hesitate to contact a Committee member. Contact details for all members of the committee are published elsewhere in the magazine.

From the Committee meetings held:

- ⇒ Convention sub committee progressing towards 2009 AALS Convention at CMR – relevant information now posted on the CMR website - registration forms finalized and are in the club rooms or on the web page – if you are unable to access a registration, please contact the Secretary to arrange for one to be posted to you. Registration forms are coming in on a regular basis – please check the CMR website for updated information as it comes to hand. All CMR members who wish to attend the convention must complete the registration form and pay the required fee.
- ⇒ Roster forms for the Convention weekend have been distributed to members and are also available on the CMR website
- ⇒ New 5" steaming bays complete now waiting to be painted
- ⇒ Clubrooms upgraded with walls and floor painted and new cupboards fitted
- ⇒ Guttering is being replaced in front of the steam and diesel sheds
- ⇒ New Rule Book is at the printers and will be available in due course

Members are reminded:

There is still some cause for concern at the speed which some members are arriving and / or departing the grounds. Please remember to slow down when entering the railway premises – in particular when driving your vehicle over the level crossings.



## **DATES FOR THE DIARY:**

### **Public Run Days**

Sunday 1<sup>st</sup> February –Public run day-Niana Station  
Sunday 15<sup>th</sup> February – Public run day – Wilson Station

### **Work days / nights – all members welcome to participate**

Wednesday 4<sup>th</sup> February – workday  
Friday 6<sup>th</sup> February – workday  
Saturday 7<sup>th</sup> February – workday  
Wednesday 11<sup>th</sup> February - workday  
Friday 13<sup>th</sup> February – workday/night  
Wednesday 18<sup>th</sup> February – workday  
Friday 20<sup>th</sup> February – workday  
Wednesday 25<sup>th</sup> February – workday  
Friday 28<sup>th</sup> February - workday

### **General Dates for inclusion in your Diary**

Saturday 30<sup>th</sup> January - Prepare railway for run day and General Meeting at 11am  
Sunday 8<sup>th</sup> February – members social day – BYO lunch – **NO WORK**

The club's Annual General Meeting will be coming up in the not too distant future – put your thinking cap on and see what contribution you are prepared to make to help run **YOUR** club.

Further details as they come to hand.

### **Situations Vacant**

Anyone who has a green thumb and can assist with the maintenance of the gardens around the club grounds please contact the Secretary

Members to assist with the general upkeep of the grounds please contact the Secretary

### **To All Members**

It is time to have some more name badges made so if any member needs a badge please contact me on the next run day and I will add you to the list.

Cheers,

Ken.

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### **CMR Signalling Report**      (03/01/2009)

Well what a year, with so much happening around the track in readiness for the Easter AALS convention. The small dedicated team responsible for the work must be congratulated for their tireless effort.

I am very pleased to report stages 1 to 4 of the signals rollout are now complete with the exception of a couple of signals for Canning, namely Honiton Cutting and the new 5" Convention Loop crossover. Some club members are now undergoing training on these signal systems.

#### **Stage-Four**

Wilson Park Station signals, points, control and PA systems are now complete with the exception of cable runs into the ticket cabin for the PA system. I have been able to setup one of my spare laptops to use as signal control and recorded PA announcements, along with control of the running LED sign used to welcome our guests, both at Wilson Park Station and Niana Station. A cabinet, with doors, to fit under the bench next to the fridge is required to house the PA system and associated components. This will allow the system to be setup on a permanent basis and add to the long life of the equipment. Unfortunately the designation of W for Wilson signals was not initiated as all the programming of the micro controllers had been allocated as D signals. To change the D to W within the signals and control units would now be very difficult and time consuming. This should help others and signalmen to appreciate the designation of D as Wilson signals. Some discussion and tests were held regarding the layout format for the automatic signal control units. For ease of use it was decided to have the switches placed in the signal position on the control unit layout drawing, rather than having the switches aligned in the same manner as the signal cabin levers.

Train crews can now use a wireless remote control to select road 1 or 2 as they approach the Wilson home signal. For the AALS convention a track side stand alone control unit has been made to allow approaching trains to select any one of the three roads at Wilson. The control unit will only be deployed for the Convention or on special club run days as it is vulnerable to inadvertent button pressing causing derailments.

Other than any minor upgrades of the signal system it is unlikely there will be additions like Bayou in the coming New Year with the AALS Convention held at Easter.

Most of the effort in the New Year will be with the ongoing security issues the club continues to face.

**Web Site**

The introduction of the PC, ADSL connection and the club's web site has seen a dramatic change in the club's public presentation. The web site has allowed the club to communicate many of it's activities and in particular convention updates and information to the public at large. I see this as perhaps the greatest change the club has undertaken within the past few years. With the introduction of the web site PC at the club I have installed 2 video surveillance cameras. Recently they have shown themselves to be invaluable in assessing if security has been breached by club members or if there is a break-in in progress. This has saved a call out or two to investigate the situation.

I am still waiting on write ups for both club and private locomotives to be posted on the web site. Any help with this would be appreciated.

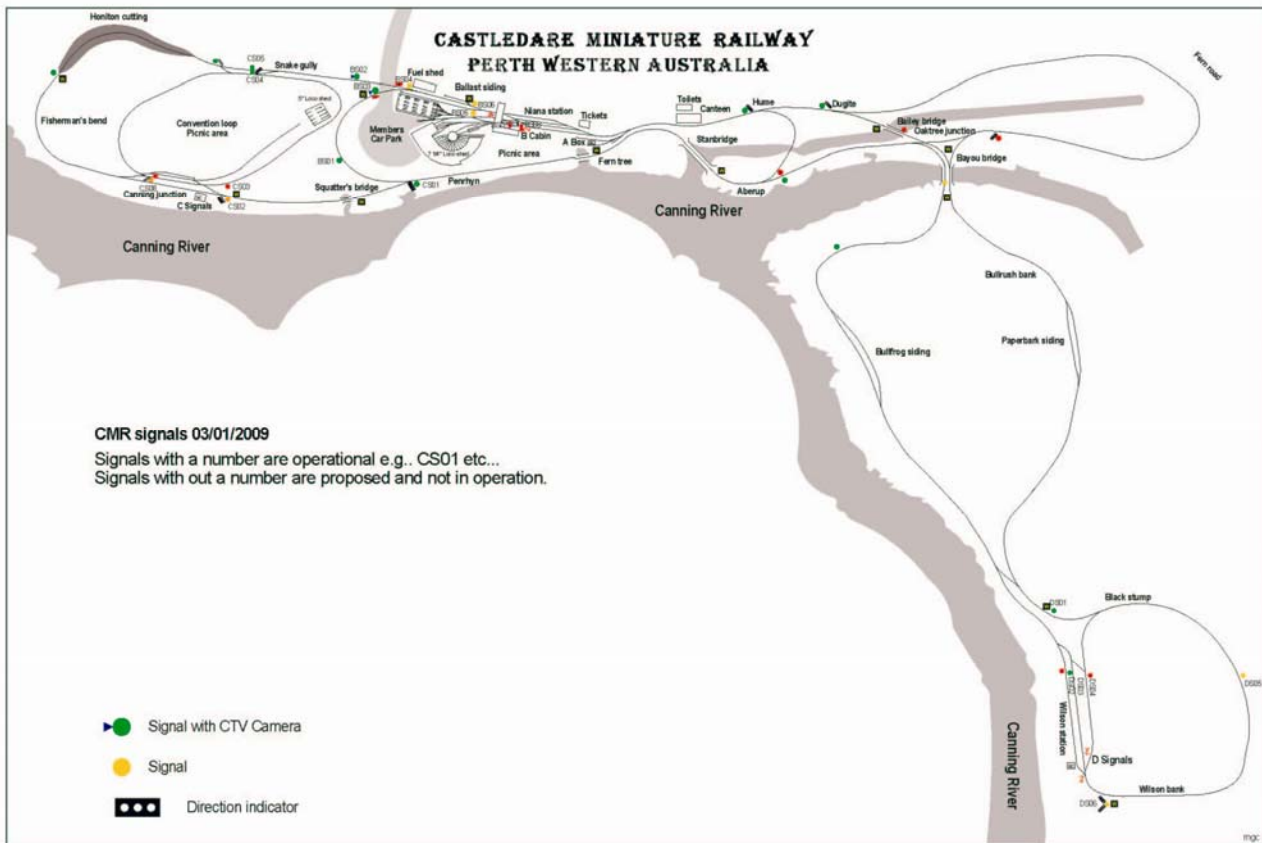
**Security**

With the ongoing security issues I have talked with the committee regarding the introduction of Rfid swipe tags to gain entry to the club rooms. The response seems to have been positive. The tags can be re issued or cancelled at any time through the PC software data base I have been working on. It may be necessary to place security doors at each end of the breeze way. The doors would only open when the tag is swiped and recognized as legitimate. The doors can if necessary be locked in the open position under special circumstances. It has been mentioned that it would be desirable to extend the video surveillance to the car park, toilets, store and canteen areas, this is all feasible but at a cost. Both the Church and the village would be interested in a blanket hook up and cover if we were to go ahead. I would also like to put a PC out at Wilson along with some video surveillance and a wireless link back to the CMR server in the club rooms, as we have had some vandals destroying infrastructure at Wilson.

**Thanks**

Again I would like to take this opportunity to thank the committee and members for their continued support of signal development and security. In particular, special thanks to those members who have helped me initiate the programs to date.

Mike Crean



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# Convention Report

With just over three months to go before we host the 2009 AALS convention, it is appropriate to update CMR members on what has been achieved and what has yet to be done in meeting our commitments to stage the convention. The convention sub-committee has been meeting now for almost two years, planning this big event. Other members have been working for the past 18 months on infrastructure, such as the new steam-up bay at the rear of the workshop, track upgrade and the re-installation of the five-inch track. Much time and effort has been put in by many people.

Registrations are now flowing in more regularly as we approach the convention date and the expectation is that we will have well over 100 registrations from outside CMR, including at least 12 from New Zealand (an eight-hour flight away). All CMR members are now being encouraged to register, as you must do so even if you are going on the daily roster. Your registration fee will be refunded for each day you are rostered for and fulfil your official duty.

On the organisation side, the marquees, ablution facilities, generators, catering and char/coal supplies have all been arranged. We are indebted to Paul Meadwell for providing two generators and Chris Doody for providing a cool room for use by the canteen staff. The canteen staff will be looking after morning and afternoon teas and the official afternoon tea for VIPs in the main marquee and also will have food available for lunch at the canteen. The caterer will provide dinner in the main marquee on Friday, Saturday and Sunday nights, with a BBQ arranged for Monday. Badges have been ordered for convention delegates (available at cost price) and also builders plates for locos. The City of Canning has donated \$1200 for the Thursday evening reception and has also approved our application to have limited camping on the grounds, as has the Christian Brothers, owners of the land. We are now waiting on final approval from the Swan River Trust, which has indicated that should be forthcoming soon. Northern Districts will host convention delegates on Easter Monday with other WA railways opening up for delegates in the following week.

A security officer will patrol the Castledare site throughout Thursday, Friday, Saturday and Sunday nights and there will be extra lighting in the camping area (on land used for parking during run days).

We are arranging a coach tour on Easter Monday for delegates to savour the delights of Whiteman Park – Bennett Brook Railway, Perth Electric Trams, and the motor and bus museums. We are also in the process of arranging a coach tour for the ladies to Mandurah on the Sunday, with a trip along the canal developments. A craft session is also being arranged for the Ladies on the Saturday.

On Easter Sunday morning, an inter-denomination church service will be held in the main marquee. All CMR members who have not yet nominated for duty during the convention are urged to do so as soon as possible so a roster can be drawn up. Roster sheets are available in the club rooms. However, please bear in mind that you might not get the duty requested, depending on the number of members applying. Flexibility is the key. Also, please ensure you have the appropriate qualifications to undertake the duty requested. All members "on duty" will be provided with "Hi-Vis" vests. Please note all people in the main station/shed/workshop areas must have a convention badge clearly visible (even CMR members). If not they will be asked to leave the area. Of course, being public open space, we cannot bar people from other surrounding areas. Similarly, only people with badges are permitted to ride on the trains. A limited number of carriages will be available for use.

All club locos not registered for use during the convention must be relocated to the workshop or home. This is important to allow us to fully accommodate the many visiting locos we are expecting.

Current boiler certificates must be produced for all steam locos being used during the convention, even those owned by CMR members. Night running will be permitted, with restrictions on noise after dark. All trains must have an appropriate headlight at the front and a rear red light.

All members are urged to enthusiastically embrace the convention, as we are on show to most clubs in Australasia. If you think you can help in some way, please see either Tom Winterbourn, Craig Belcher or Mike Crean (sub-committee members). The convention secretary/registrar is Sue Belcher.

**Tom Winterbourn**

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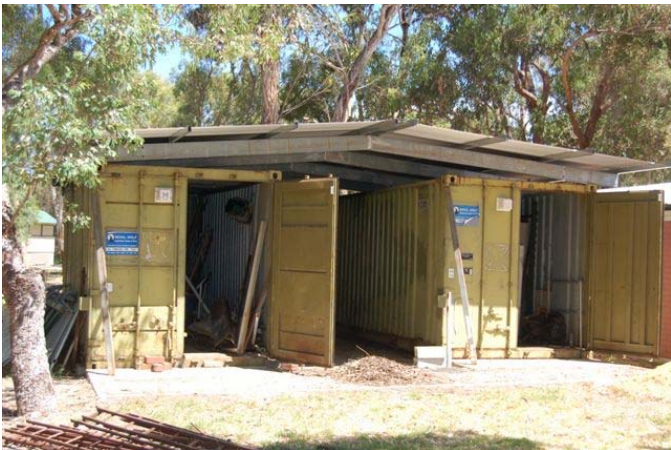
## Castledare Gallery



New kitchen cabinets in the club rooms  
(Photographer: P Stuart)



New kitchen cabinets in the club rooms  
(Photographer: P Stuart)



Additional roofing over the storage containers  
(Photographer: P Stuart)



January Run Day at Wilson Park Station  
(Photographer: P Stuart)

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## Notice Board

### Annual Licence Review:

The annual licence review is to take place on the February and March run days. Please bring any tickets you hold and be prepared to show them to Fran so that she can check them against club records. This information will be entered into a database so that future checks will be easier.

### Wanted:

If you have any spare 2ltr or 4ltr ice-cream containers, Fran is looking for some. Thank-you.

### 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 recently.

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## **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 15<sup>th</sup> of each month. Please send your contributions to Trish Stuart at the email address on the page 2.

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