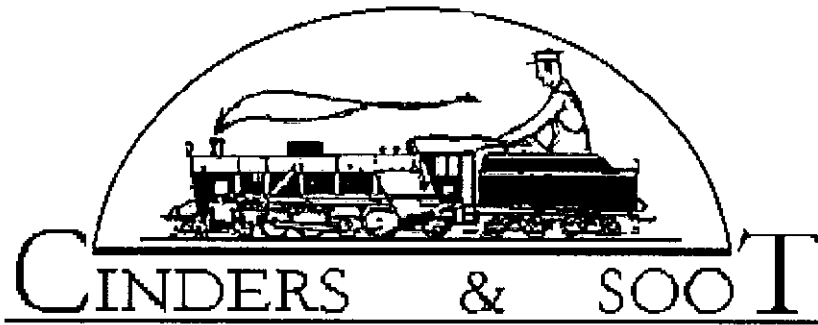


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# FAREWELL NOEL

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CASTLEDARE  
MINIATURE RAILWAYS  
W.A. (INC)

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FEBRUARY 2008

ISSUE NO: 262

**Castledare Miniature Railway**  
**P.O Box 337**  
**Bentley WA 6982**

**Patron:** His Worship The Mayor City of Canning: Dr. M. Lekias

**Contact listing for CMR Management Committee members.**

All information on this page ratified by Management Committee 21st April 2007

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**Vice President –**

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**Minute Secretary – John Watson. –9458-9047.**

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**Membership + Licenses: Fran Jones**

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Diesel Locomotives - Roger Matthews, Craig Belcher  
Guards & Safe working – Keith Watson, ,Trish Stuart  
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No personal letters will be printed without committee approval

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

Coal Supplies: Bennett Brook Railway, Whiteman Park

**Cover page:** FAREWELL NOEL.

## PRESIDENT'S REPORT

Once again, we have said farewell to one of our members during the month. Noel Hardy joined CMR a few years ago, and immediately threw himself into the club's activities with characteristic enthusiasm. He rapidly qualified as a guard and took part in the club's train operations. However, some of his best work was behind the scenes, where he took on the daunting task of approaching companies and promoting the railway in search of sponsorship. This is a task that few of us would care to take on, and a tribute to Noel's determination. The premature end of Noel's good work is a loss to our club. CMR was well represented at Noel's funeral, where we heard about his considerable exploits as an aviator, starting with early flying lessons in a salvaged glider launched with fencing wire. We all express our sympathy to Noel's family, and look forward to seeing Noel's wife, Joan, at the club in the future.

CMR now has a new website with the following address:

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

Thanks are due to Mike Crean for setting up the new site, and Craig Belcher who pioneered the original CMR website a few years ago. The website provides an opportunity for all club members to show off their achievements; not just to other club members, but to literally the rest of the world. Photographs and stories can be posted on the site for the whole world to see. Examples include locomotive construction projects, visits to other clubs, foreign train trips, and anything else that could be of interest. If you have any material suitable for posting on the site, please contact Craig Belcher or Mike Crean. Another benefit is that Cinders & Soot will be posted on the site for on-line members to access at their leisure, avoiding some of the problems caused in the past by email inbox file size limits.

There is good work going on at the moment, and our work teams have shown an ability to achieve a lot in a short time. This effort is going to be tested over the coming year, as we move into overdrive to prepare for the 2009 AALS Convention. The Convention gives us a hard deadline to work to, which will inevitably push us out of our comfort zone and force us to get things done. Much of the work involves improvement to our facilities, which will have a lasting benefit to the club long after the convention is over. We will increasingly find that jobs which have been put off until "one day" will need to be done "now".

We had a long period of very hot weather at the start of the year, and this has had an impact on our run days. The hot weather kept the big crowds at home, although we still had enough visitors to maintain a modest income. Hopefully, the numbers will pick up again as the weather cools down. We also look forward to a seasonal reduction in the quantity of leaves and bark falling from the trees. There seems to have been an unusual amount of pre-run cleaning up required this year, and the March run day will be no exception, so help will be gratefully received. See you there.

**Richard Stuart**

President, Castledare Miniature Railway

## MONTHLY PROGRESS REPORT

The work tasks that get done in the average month are too many to mention. However, the following gives some of the progress highlights, as well as giving a look-ahead to the work coming up. If anybody else would like to join in, you will be welcome.

PROGRESS HIGHLIGHTS	ONGOING WORK
<p>New CMR website up and running – <a href="http://www.castledare.com.au">www.castledare.com.au</a></p> <p>Ferntree Bridge handrail replaced with new steel supports.</p> <p>Design prepared for replacement locomotive loading facility.</p> <p>Steelwork for new traverser under construction.</p> <p>Good progress on re-construction of access ramp to Gerry's workshop.</p> <p>Design prepared for replacement locomotive loading hoist.</p> <p>Debris cleared from Niana Station roof and gutters.</p>	<p>Continuing clean-up of grounds.</p> <p>Repair and upgrade boundary posts to exclude vehicles from the site.</p> <p>Replace hot water urn in club rooms.</p> <p>Replace locomotive loading hoist.</p>
<p>Continuing improvement and expansion of electronic signalling systems and point motors.</p>	<p>Installation of Dual Bridge automatic signalling system.</p> <p>Continuing development of remote wireless automatic signalling systems.</p>
<p>Revised operational rule book drafted and issued to independent review panel for review and comment.</p>	<p>Development of CMR operating procedures and safety manual</p>
<p>Continue fitting replacement springs to green passenger car set.</p>	<p>Continue refurbishment work on "Denis P Moore".</p> <p>Complete replacement of springs on green passenger car set.</p> <p>Improve cooling system on City of Canning diesel outline loco.</p> <p>Fit coupling safety cables to club rolling stock.</p>
<p>New panels of T-rail track constructed for short loop realignment and level crossing replacement.</p> <p>Re-sleepering, re-ballasting and levelling in "Black Stump" area near Wilson Station.</p>	<p>Continue work on 5-inch gauge track refurbishment.</p> <p>Continue track maintenance.</p> <p>Replace "short loop" level crossing outside clubhouse.</p>

## CLUB ISSUES

### OPERATING QUALIFICATIONS

CMR has a documented process for training and examining club members who wish to gain operating qualifications for our railway. It is very encouraging to see a steady stream of members progressing through the process and gaining their operating "tickets". However, it is worth drawing attention to very rare cases where CMR members have declined participation in our club's process for gaining operating qualifications, and indicated an intention to seek alternative qualifications through membership of other societies. We must emphasise that bona fide visitors presenting genuine qualifications from other AALS affiliated societies are welcomed as guests at CMR. Genuine visitors will appreciate that they are representatives of, and ambassadors for, their home club, and will take pride in presenting themselves in a manner that brings credit on their organisation. Similarly, bona fide CMR members will be keen to broaden their own qualifications and strengthen their club by progressing through CMR's operating qualification process, and any pre-existing qualifications will assist their progress. However, the practice of any CMR member selectively "shopping around" other clubs for operating qualifications reflects poorly on that member's commitment to CMR. It is also likely to be received adversely by the other club(s), when they learn that their qualification processes and good name are being used inappropriately.

For reference, Clause 1.2.2 of the "AALS Code of Practice for the Operation of Miniature Railways, Road Vehicles and Plant" states that "The aim of this code is to provide a standard operating basis, acceptable to various State Statutory Authorities and in line with SAA Australian Standard for Amusement Rides and Devices, in order to allow free movement by members of societies for the purpose of operating their various equipment throughout the Commonwealth". When interpreted in good faith, this aim enables bona fide members of kindred AALS affiliated societies to share each others' activities in a spirit of cooperation and good fellowship, and such visitors are welcome at CMR.



### **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 still working towards 2009 AALS Convention at CMR – publicity being prepared for distribution at the 2008 Convention at Cobden, Victoria
- ⇒ Concern re vandalism of ticket box at Wilson
- ⇒ Motion submitted to AALS on behalf of WA Clubs to hold AALS Conventions bi-annually
- ⇒ Agreed to purchase a new welding unit
- ⇒ Battery charging system being installed in the loco sheds, work progressing
- ⇒ Approval given to purchase additional steel for track work.
- ⇒ Application to be made to SRT in relation to the replacement of Niana A signal cabin
- ⇒ Design work for both wooden footbridge and loading/unloading system under consideration

### **PUBLIC DISPLAYS PROMOTING OUR RAILWAY:**

The AMRA 2008 Model Railway Show is to be held on the 31<sup>st</sup> May thru to 2<sup>nd</sup> June if you think that you will be able to assist in any way please contact Craig Belcher. Although this is usually an extremely busy weekend for the club, the AMRA Show is a major publicity awareness opportunity for the railway to be kept in the public eye – if you are able to help, even for a few hours, this would be appreciated. Please consider carefully how you can assist.

### **REMINDER: ANNUAL GENERAL MEETING:**

As can be seen from the "Dates in the Diary" the 2008 Annual General Meeting for your club will be held on Friday 14<sup>th</sup> March in the Braibrise Hall, Braibrise Road, Wilson commencing at 6.30pm. The meeting will be followed by a film presentation and supper.

Positions which will be declared vacant this year are as follows:

President	Retiring – Richard Stuart
Minute Secretary	Retiring – John Watson
Treasurer	Retiring – David Lyons
General Committee	Retiring – Trish Stuart & Eano Gruszecki

All retiring members are eligible for re election should they wish to nominate – for your information a nomination form is printed at the end of this edition of Cinders & Soot.

Nominations should be received by the Secretary by 5pm on Friday 29<sup>th</sup> February 2008.



#### ***DATES FOR THE DIARY:***

Friday	29 <sup>th</sup> February – Nominations for positions on Management Committee close
Saturday	1 <sup>st</sup> March - prepare for public run and general meeting
Sunday	2 <sup>nd</sup> March - public run
Wednesday	5 <sup>th</sup> March - workday
Friday	7 <sup>th</sup> March – Committee meeting
Saturday	8 <sup>th</sup> March - major workday
Wednesday	12 <sup>th</sup> March – workday
Friday	14 <sup>th</sup> March A G M at 6.30 to be held at the Braibrise Hall in Braibrise Rd Wilson followed by either a video or slides and supper – see notes elsewhere
Sunday	16 <sup>th</sup> March – public run day from Wilson Station
Friday/Monday	21 <sup>st</sup> – 24 <sup>th</sup> March – AALS Convention, Cobden, Victoria
Friday	21 <sup>st</sup> March - work night in the workshop – although this is Good Friday, if anyone is interested, the work night will still go ahead – all members welcome
Saturday	22 <sup>nd</sup> March – private booking – Hash House Harriers National event from 12.00 noon
Sunday	23 <sup>rd</sup> March – private booking – Hash House Harriers National event from 12.00 noon
Saturday	5 <sup>th</sup> April – preparation of the railway, general meeting
Sunday	6 <sup>th</sup> April – public run day
Friday	11 <sup>th</sup> April – Committee Meeting – subject to confirmation with incoming Committee
Saturday	12 <sup>th</sup> April – major work day
Friday	18 <sup>th</sup> April – Friday night workshop group – all members welcome
Sunday	20 <sup>th</sup> April – public run from Wilson Station

#### **Situation Vacant**

As always, there are lots of small [and some not so small] projects that need someone to step up and be prepared to see thru. One such task is the completion of the brick walls in the station area. This would require someone with some basic bricklaying knowledge / skill and who is willing to have a go. Any member interested please contact John Watson

#### **Wednesday Work Days**

Just a reminder that the Wednesday work half day is still happening - come along and work with the happy work gang – a couple of additional members have recently joined the gang and have been quite surprised at just what can be achieved by a dedicated few people who are prepared to work together -

**NOMINATION FORM FOR ELECTION TO MANAGEMENT COMMITTEE OF  
CASTLEDARE MINIATURE RAILWAYS OF W.A. INC.  
ANNUAL GENERAL MEETING 2008**

I \_\_\_\_\_ hereby nominate \_\_\_\_\_

For the position of \_\_\_\_\_ for a period of   2   years.

I accept this nomination and if duly elected, agree to serve on the Management Committee of Castledare Miniature Railway.  
[signed] \_\_\_\_\_

Nomination seconded by: \_\_\_\_\_

**To be received by the Secretary no later than 5pm Friday 29<sup>th</sup> February 2008**

**NOMINATION FORM FOR ELECTION TO MANAGEMENT COMMITTEE OF CASTLEDARE  
MINIATURE RAILWAYS OF W.A. INC.  
ANNUAL GENERAL MEETING 2008**

I \_\_\_\_\_ hereby nominate \_\_\_\_\_

For the position of \_\_\_\_\_ for a period of   2   years.

I accept this nomination and if duly elected, agree to serve on the Management Committee of Castledare Miniature Railway.  
[signed] \_\_\_\_\_

Nomination seconded by: \_\_\_\_\_

**To be received by the Secretary no later than 5pm Friday 29<sup>th</sup> February 2008**

The U.S. standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That is an exceedingly odd number. Why was that gauge used?

Because that's the way they built them in England, and the U.S. railroads were built by English expatriates. Why did the English build them that way? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used. Why did "they" use that gauge then? Because the people who built the tramways used the same jigs and tools that they used for building wagons, which used that wheel spacing. So why did the wagons have that particular odd spacing?

Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts in the ground from years of travel by wagon. So who built those old rutted roads? The first long distance roads in Europe (and England) were built by Imperial Rome for their legions. The roads have been used ever since. And the ruts in the roads? The ruts in the roads, which everyone had to match for fear of destroying their wagon wheels, were first formed by Roman war chariots. Since the chariots were made for (or by) Imperial Rome, they were all alike in the matter of wheel spacing.

The U.S. standard railroad gauge of 4 feet-8.5 inches derives from the original specification for an Imperial Roman war chariot. Specifications and bureaucracies live forever. So the next time you are handed a specification and wonder what horse's a\*\* came up with it, you may be exactly right, because the Imperial Roman war chariots were made just wide enough to accommodate the back end of two war horses. Thus we have the answer to the original question.

Now the twist to the story...

When we see a space shuttle sitting on its launching pad, there are two booster rockets attached to the side of the main fuel tank. These are solid rocket boosters, or SRB's. The SRB's are made by Thiokol at their factory in Utah. The engineers who designed the SRB's might have preferred to make them a bit fatter, but the SRB's had to be shipped by train from the factory to the launch site. The railroad line from the factory had to run through a tunnel in the mountains. The tunnel is slightly wider than the railroad track, and the railroad track is about as wide as two horses' behinds. So, the major design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a horse's backside.