

## CASTLEDARE MINIATURE RAILWAY (INC)

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Issue No: 385 - March 2019



Tink heading to Canning – Photo by Rod Bradley

	<b>Name</b>	<b>Phone</b>	<b>Email</b>
<b>President</b>	Mike Crean	0412 883 377	<a href="mailto:president@castledare.com.au">president@castledare.com.au</a>
<b>Vice President</b>	Luke Prindiville	0408 159 686	<a href="mailto:lukeprindiville@iinet.net.au">lukeprindiville@iinet.net.au</a>
<b>Secretary</b>	Les Smith	08 9314 6382	<a href="mailto:secretary@castledare.com.au">secretary@castledare.com.au</a>
<b>Minute Secretary</b>	Rod Bradley	08 9525 0716	
<b>Treasurer</b>	Roger Matthews	0407 381 527	<a href="mailto:treasurer@castledare.com.au">treasurer@castledare.com.au</a>
<b>Committee Members</b>	Eno Gruszecki	0408 908 028	
	Terry Skinner	0405 024 102	<a href="mailto:terryone942@hotmail.com">terryone942@hotmail.com</a>
	Craig Belcher	0417 984 206	<a href="mailto:craig.belcher@bigpond.com">craig.belcher@bigpond.com</a>
	Richard Stuart	0419 907 489	<a href="mailto:richard.stuart@bigpond.com">richard.stuart@bigpond.com</a>
	Julian Cross	0448 540 912	<a href="mailto:sora_whitmore@hotmail.com">sora_whitmore@hotmail.com</a>
<b>Membership &amp; Licenses</b>	Sue Belcher	08 9375 1223	<a href="mailto:memberships@castledare.com.au">memberships@castledare.com.au</a>
<b>Bookings</b>	Ken Belcher	08 9375 1223	<a href="mailto:cmr1963@castledare.com.au">cmr1963@castledare.com.au</a>
<b>Boiler Inspectors</b>	Richard Stuart	0419 907 489	<a href="mailto:richard.stuart@bigpond.com">richard.stuart@bigpond.com</a>
	Keith Watson	08 9354 2549	
<b>Track Master</b>	Craig Belcher	0417 984 206	<a href="mailto:craig.belcher@bigpond.com">craig.belcher@bigpond.com</a>
<b>Club Loco Maintenance</b>	Dylan Audrain	0438 689 033	<a href="mailto:dylan.audrain@icloud.com">dylan.audrain@icloud.com</a>
<b>Canteen Manager</b>	Tania Watson		
<b>Senior Janitor</b>	Keith Price		
<b>First Aiders</b>	Tania Watson		
	Luke Prindiville	0408 159 686	<a href="mailto:lukeprindiville@iinet.net.au">lukeprindiville@iinet.net.au</a>
	Curtis Lawrence		
	Julian Cross	0448 540 912	<a href="mailto:sora_whitmore@hotmail.com">sora_whitmore@hotmail.com</a>
<b>Editor of Cinders &amp; Soot</b>	Heidi Prindiville	0409 159 686	<a href="mailto:editor@castledare.com.au">editor@castledare.com.au</a>

**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	Ric Edwards		

## **From the Editors Desk – By Heidi Prindiville**

Welcome to the March Issue of Cinders and Soot.

Happy Birthday to the following members for the month of March

John Bollans  
Carol Davis  
Harrison Mills



Just a reminder to all that the date for submissions is in the calendar and photos would be greatly appreciated as we are running extremely short of cover pages.

## **Presidents Prattle – By Mike Crean**

The AGM was held in March and all committee positions were filled. Many thanks to all the outgoing committee members and a very warm welcome to our new committee members. I look forward to working with you all. Many thanks to all those that took the time and attended the AGM.

It is great to see our members are enjoying the fruits of their labour and the many upgrades to our facilities over the past year.

The Wednesday team have been hard at work again. Many thanks to John and the team.

I would like all our members to be mindful that the Wilson park complex belongs to the City of Canning and it is our responsibility to keep it clean and tidy at all times.

A reminder that mobile phones must not be used during public running days by our train crews. This includes the use of ear buds and hands-free kits while in service on a train.

Please place all tools away in their correct location within the work areas after you have used them. If you are not sure where as you did not take them out, please ask someone where they should be stored.

I must commend all who helped out on our school holiday runs. They were a lot busier than we would have expected. Thank you all for a great job well done.

It is disappointing to see a recent trend develop where hard-working members are out helping on public running days and others are at the sheds working on their own equipment. Public running days are just that and all members present at the club are expected to help out and not be in the sheds playing with theirs or other toys.

A reminder to all that public running days are not the time for testing and operating trains and equipment for personal use. All movements of trains must be reported to and sanctioned by the DO of the day. This includes normal public running days and special runs. When the DO has declared the run day finished. Then train movements can start in accordance with club rules for non-public running days.

The third Sunday runs at Wilson Park have been very busy over the past year. Again, thanks to all who helped out. We were very tight for staff members on some of the days. Thanks to our junior members who

stepped up and took on the rolls usually filled by more senior members. Many thanks to our juniors that helped out on the days.

Again, thank you juniors we would have been very hard pressed to cope on the days if you had not stepped up.

It is great to see our junior members participating in all types of club activities. Keep it up we love to see you enjoying your club.

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

### **Secretaries Scribblings – By Les Smith**

Our Annual General Meeting has come and gone with a good attendance from the “usual suspects”. Three committee members were elected, Richard Stuart, Craig Belcher and a new-comer, Julian Cross. We thank Tania Watson and Anna Rattigan for acting as scrutineers. The last duty out-standing is to inform the authorities that we have complied with the Incorporations Act.

Julian has good heritage from his grand-father and is willing to work or was coerced to take on the City of Canning “Bike Week” run day just gone. Unfortunately, this was a failure due to lack of advertising from the organisers. How-ever, this does reinforce that people do attend our own advertised run days at Wilson.

Our ridership is holding-up well despite a couple of very hot days, not as good as last year, but satisfactory to meet our commitments and some plans. Our new unloader is coming along according to Craig. The WAGR “red” guards van will be at the painter by the time you read this. The lead dual braked ACL carriage looks brilliant. Let us hope that it does not get side-scratched like what has happened to the White Heritage wagon just returned to service. Robin has almost finished a “touch-up” of the paint on the Yellow Mk1 set. Dylan (D2) Smith has offered to clean-out the sets before our 1st Sunday Run day. Thanks D2.

All members are requested NOT TO COUPLE THE MAIN RESERVOIR (MR) line for operation of our Sets. This MR line may be used in the future or should a visiting Set require such. Please co-operate and not waste air.....industry accepts that compressed air is costly and should not be wasted. There has been some conversation to reduce our main reservoir pressures to 550kPa or 80psi to take the work load off the small compressors. Higher pressures are un-necessary even to blow the warning horns. The loudness of some horns is a source of complaint from some passengers!

Members are also requested to note that the Red and Green guard’s vans will have a parking brake as per the Dark Maroon Set operated by our standard brake valve. This can be used in emergency as a “fail safe” feature and operates on multiple bogies. It will hold a standard consist on the ruling Fern Road gradient with the passengers de-trained. As a part of this program, the EMERGENCY horns will be charged from the large auxiliary reservoir. The auxiliary reservoir is charged during the initial brake operation check mandatory before running a set or consist. Any minimal leakage will be topped-up during normal brake applications made during operations.

The City of Canning has notified us that “our” Wilson ticket box was untidy following a couple of runs ago. The “box” had been left in a poor condition (coffee cups left un-washed, not swept out etc). This un-does the good work of a ticket lady who has previously hosed out before our runs. We had placed new containers for flags, towels, train covers etc and have now thrown out floor rug, but....IT NOW FALLS ON THE DUTY OFFICER TO CHECK BEFORE LOCKING-UP.



## They Are Back! – By Les Smith

After some years, the “rebody project” is almost complete with the trial running of the gondola bogie wagons on the last 3rd Sunday Run. What Craig thought was a good idea and passed over to his father to implement, is now reality and resplendent in what was to be a maroon, they were coupled as lead for the older and some-what darker maroon set. A little tweaking to the WAGR ZB (green) guard’s van and we will see another “set” in the top shed ready to earn a living.



What appears as one of the ugly ducklings (top left) is now seen (above) leaving WILSON with its sisters on their maiden revenue run on 17<sup>th</sup> March. Now to the left, and they accelerate away alongside the Canning River. This was the first time two “long” consists operated interspersed initially with a standard shorter rake. Some 400 passengers were moved in just over the first hour with minimum staff. This was a very good effort.



## **2019 CMR Steamfest Run – Craig Belcher**

Hi all, the 3<sup>rd</sup> annual steamfest run is fast approaching, and is shaping up to be as busy if not busier than last years run. Early indications are for a couple of visiting steam locos in service, The traction engines will be returning again, along with a static display or two.

I have taken on the roll of Duty officer for the day as with last year, and will be again looking for all hands on deck so to speak to ensure the day runs smoothly. I will be putting together a roster of sorts for the day to help me keep things on track (pardon the pun) so if anybody has a specific role they would like to fulfil on the day (aside from those on the normal club roster) please make yourself known.

I would request that any and all steam loco owners please get in touch, and advise if you will be planning on running on the Sunday for public running or not, so trainsets can be planned accordingly. If however you are not planning on running, I would still appreciate your support by allowing your engine to be moved outside on display for the public. The idea is for as much steam to be on show as possible.

Please don't hesitate to get in touch either by email to [cmrevents@castledare.com.au](mailto:cmrevents@castledare.com.au) or by phone to 0417984206.

Looking forward to a good day folks ☺

## **Unloader replacement – By Craig Belcher**

While a little protracted, things are underway with most major components on hand or being manufactured as a type this. I had hoped to be installing by now, however the steelwork was held up along with other projects at the club. This will now take place after the April Runday but before the Steamfest run in May.

The new device will be capable of 3 tonne lift capacity and a length of 4.5m, to a height of 1.8m, and traversing sideways over a range of 1.8m, allowing it to reach nearly anything vehicle we are likely to encounter. Control will be via a push button hand held controller, while the main power unit etc will be fitted inside the power room with the compressor. This will protrude slightly further into the carpark than the current unit, but it is intended that the concrete railway sleepers in the members carpark will be realigned and added to to create some additional room opposite the unloader which should hopefully help in this regard.

## **New Coal Wagon for CMR – By Craig Belcher**

After significant corrosion (ie the floor had disintegrated) was found in the clubs old coal wagon, an offer was made by a past member and friend of the railway for the donation of a hopper wagon built some years ago by Jeff Clifton, initially for use hauling ballast during the construction of the Cohunu Park Railway in Gosnells. After some discussion the committee agreed to the project, with Kelvin Davis' blue ballast hopper pressed into service as a stop gap in the interim. The "new" hopper body was despatched for sandblasting and painting on the belief that the platwork was reasonably sound, however we were sadly mistaken, with significant rusting shown on one side panel. Small patch panels were cut and fitted after the affected areas had been removed, but the result took the appearance of a roller coaster rather than a nice flat wagon body side panel, so after much work, a further decision was made to remove 80% of one side sheet and replace it. The result is much improved. In addition to this, the old bottom discharge doors were removed, along with what was left of their operating mechanisms, and new sloped floor sheets installed. The floor now slopes from both ends to the centre, where 3 drainage holes are provided to minimise the collection of moisture and hopefully assist in prolonging the wagons life.

The bogies of the old green coal wagon were refurbished by the Wednesday crew, and fitted with new Bogie centres and side bearers, before installing on the wagon.

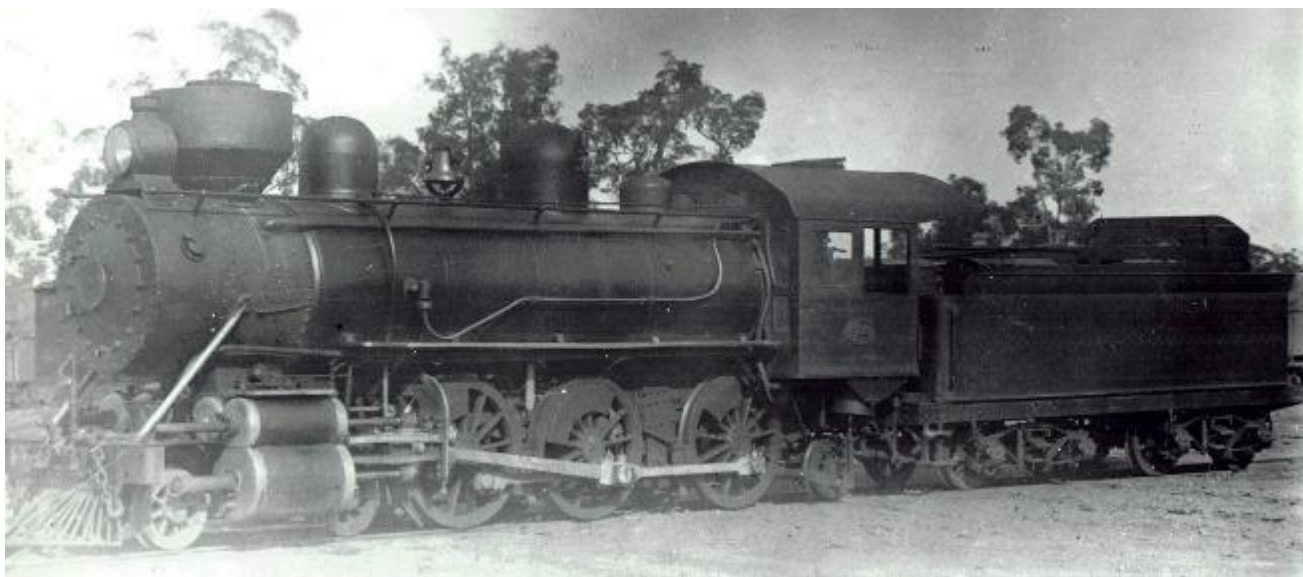
The wagon has been painted Westrail standard Golden Yellow, with appropriate lettering, in the style this wagon originally carried, along with CMR logo's as being applied to other club wagons.

My thanks to those involved in the project for there assistance (and helping to get it out of my drive way hehehe)

### **Horrible Soft Coal Chimneys (WAGR) – By Les Smith**

For those Googling for Yerbillon as mentioned in the last C & S you could have come across photos of the "Bull Yankee" (Ec Class steam locomotive) sporting a horrible conical chimney. Other photographs show a K Class tank moving a train of pipes for the Goldfields water supply scheme with the "soft coal chimney". As CMR has a serious interest in spark reduction, let us take a moment or two consider it, not that we would wish to adorn our locomotives this way.

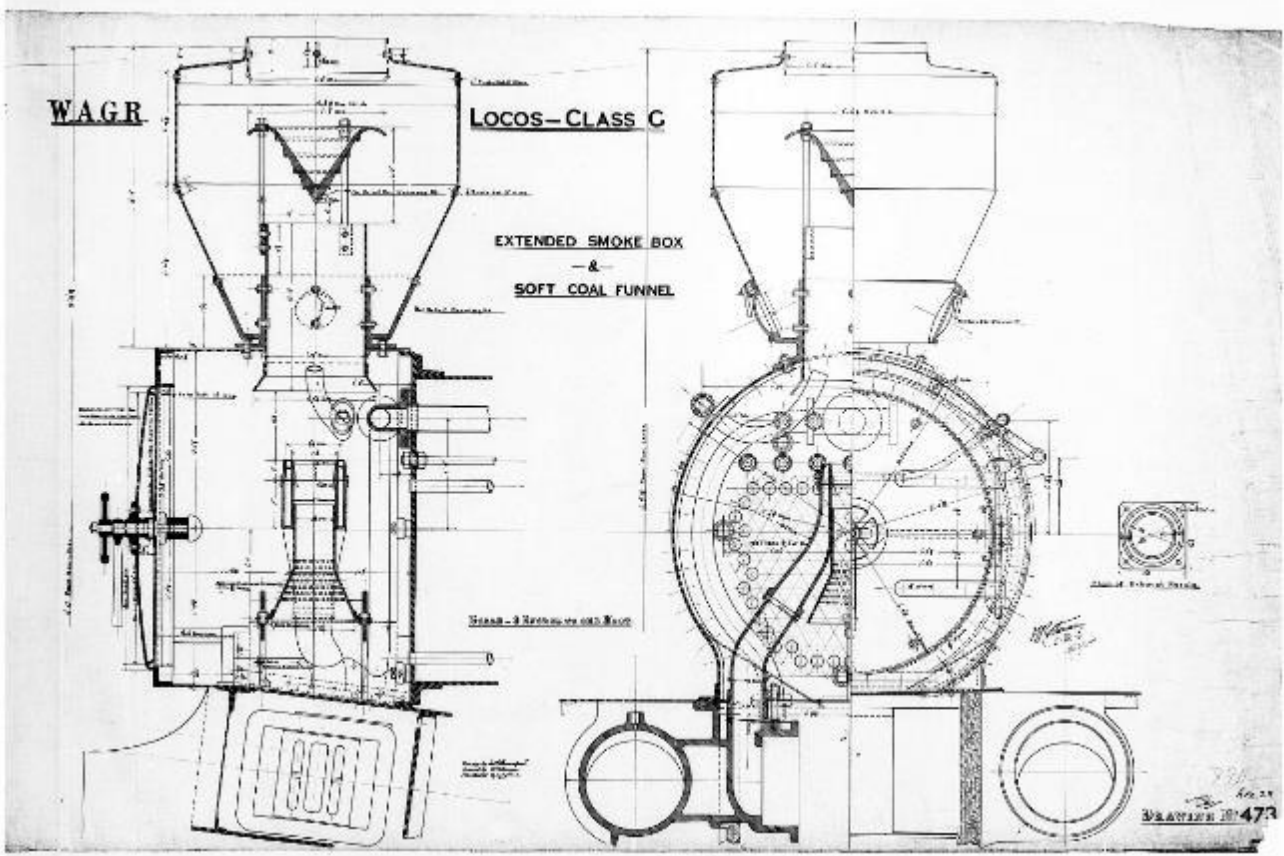
Soft coal (spark arrestor) chimneys appeared on WAGR steam engines in late 1900 with some 170 fitted. They were developed by Rotheram, a New Zealander, who had been appointed CME in early 1900. System wide operation with Collie coal had commenced a couple of years earlier.



Early WAGR locomotives had very short smoke-boxes and thus the fitting of screens / impingement plates was impossible and spark arrestor chimneys and such, were more or less diamond topped as per American practice.

The following drawing courtesy of Jeff Austin ARHS Bassendean illustrates a true home-grown attempt to use Collie "soft" coal in lieu of importing "hard" coal from New South Wales. Rotheram uses a ribbed deflector cone to gain swirl and impingement. Just how successful this worked is judged that he died in office in late 1903 and these chimneys were removed fairly rapidly. There are photographs showing some still fitted to shunting engines in 1905. Spark arrestors were / are notoriously difficult to fit, particularly to our model engines and do hinder steaming. Although the WAGR settled on a Master Mechanics arrangement in later years, they still used Newcastle coal in some areas and employed Fire Appliance Officers to do travelling inspections of the equipment.





Rotherham is better remember for "his" F Class 4-8-0 freight locomotive based on his New Zealand B Class that had similarities to the South African 7<sup>th</sup> Class. The F Class became Fs (super-heated) and from the early 1900s soldiered-on right to the end of steam in W.A. as a very reliable, but slow, work-horse.

The cloning of the F were the E Class 4-6-2 passenger and the D type Baltic tank engines that served so well. The Es had their last fling on passenger working the Workshops Rattler from Fremantle to Midland in the early mornings of 1958.

One important point to remember is to have a well-proportioned brick arch in the firebox which does help to reduce sparks. The arch should be about half the firebox length and inclined upwards from the bottom of the rear tube plate to be at least level with the top of the fire-hole opening. The arch deflects the gases and any unburnt particles from the fire backwards to sweep up and under the crown thus increasing combustion time and adding impingement to still burning material (sparks). The WAGR and others would not allow a steam engine to operate with a damaged or fallen arch.

Anybody want to try a slenderer version???????



Photo by Rod Bradley



## 1<sup>st</sup> Sunday Run – By Rod Bradley

Our first run day in March was well attended by members and largely ran fault free. The passenger numbers were down slightly (781) but still a good result for a rather warm Sunday in the middle of a long weekend.

As with many of our run days recently steam outnumbered the petrol / diesel locomotives. *4401* and *G535* representing the petrol / diesels both ran well. The steamers also had a good day with only 2 x minor incidents. *John Millman* had a short stint in a siding whilst regaining boiler pressure and *Sheree* had to retire due to a carriage brake locking on when loaded. Both were sorted quickly with only a minor interruption to the railway running.

The Richard and Patricia Stuart locomotives (*Tink* and *Sumo*) both ran well from start to finish. *Comet Vale* was on stand-by in front of the signal box should there be a breakdown however it was not needed on the day.

Craig B took the opportunity to adjust some track camber and track dipping issues. Both issues were quickly resolved. The run day did not suffer from any derailments which is always good. Once the track issues on Fern Road were resolved the caution flag was removed from the top gate.

As with every run day a lot of members worked hard behind the scenes to make it a successful day. Kathy, Ken and Eddie kept our passengers and members fed and hydrated. Tania kept out EFTPOS machine ticking over. Keith, as usual, dealt with our chairs, tables and garbage service going while Eno manned the fire sentry role to make sure Fern Road remain safe on what was a hot and humidity low day.

Signals appeared to have worked well all day. Curtis and Julian kept the trains running in and out of the station and controlling the day in general. Again, Ethan did a sterling job running Canning Box where he singlehandedly kept the trains safety circulating through the convention loop.

My apologies if I have left any “behind the scenes” members out. A big thanks to everyone who accepted jobs and kept us running. It is always pleasing when everyone puts in an effort and gets on with the run day.

All in all, a relaxing day for the DO ☺. Looking forward to the April run day where we can expect some cooler temperatures.



Photo by Curtis Lawrence

## Duty Roster

Niana	Wilson	Duty Officer	Ticket Box	Signal Box [No. Required]		Canteen
Sunday, 7 April 2019		John Smith	Tania Watson	Craig Belcher [N] [N] Ethan Giddens [C]	[3]	Judy Bowyer Kathy Watson
Wednesday, 17 April 2019			Angella Ahern		[1]	N/A
Sunday, 21 April 2019			Sue Belcher		[1]	N/A
Wednesday, 24 April 2019			Tina Smith Sue Belcher		[1]	N/A
Sunday, 5 May 2019		Craig Belcher	Angella Ahern	Damelsa Belcher [N] Curtis Lawrence [N] Tania Watson [C]	[3]	Jeanette Lawrence Julie Hamann
Sunday, 19 May 2019			Tina Smith		[1]	N/A
Sunday, 2 June 2019		Rod Bradley	Tania Watson	Damelsa Belcher [N] Curtis Lawrence [N] Tania Watson [C]	[3]	Sue Belcher Anna Rattigan
Monday, 3 June 2019			Tania Watson		[1]	N/A
Sunday, 16 June 2019			Angella Ahern		[1]	N/A

## Back Issues of Cinders and Soot

Still chasing some old issues of Cinders and Soot if you think that you maybe able to assist please send to the editor or see Luke Prindiville on a runday.

### Copies required

**004** dated between April 1969 and May 1970

**047** April 1977 (part of pages 13 and 14 missing)

**050** August - October 1977 / Cover Missing??

**072** dated between December 1981 and December 1982

**090 to 099 inclusive** September - October 1985 **Probably not missing appears to be error in numbering 90 numbered 100 see 142a to 142j below**

**106** July 1986

**113** dated between January 1988 and April 1988

**116** July 1988?? **May not exist 115 dated July 1988 117 dated August 1988**

**128** July 1989 ?? **May not exist 127 dated July 1989 129 dated August 1989**

**207** March April 2003

**223** August 2004

**229** February 2005

**263** March 2008

**264** April 2008

**271** November 2008

## A little bit of history & a For Sale

**Les Smith**

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**From:** David Knight <dsknight@bigpond.net.au>  
**Sent:** Wednesday, 20 March 2019 5:21 PM  
**To:** warep@aals.asn.au  
**Subject:** Items for Sale

Les (?)

My name is David Knight. When I was a teenager I worked as a volunteer at Castledare Miniature railway, attended monthly (??) meetings at what I think was AALS in a hall near the South Perth Council chambers and was building a 5 inch gauge 0-4-0 live steam loco under the guidance of a Mr Brown (can't recall his first name, we just called him Mr Brown) taking the train every Saturday to his house just short of Armadale (??) to work on the engine.

As I grew my interests changed and I stopped working on the loco. Steve Reeves was in my "group" although he was a few years older than me.

The upshot is that through that time my parents bought me a Emco Unimat 3 lathe, a micrometre and a set of WWII era BA taps and dyes which I still have but haven't done much with for a whole bunch of years.

I'm looking at selling these items but I'd rather do so to a live steam person rather than to just a member of the general public. Does your club in WA have a way to advertise these items on my behalf?

David Knight



Emco Unimat 3 lathe by Maier and Co. Austria. With styrofoam box and English instruction manual. \$1,100.00

Toyo Seiki 0 to 1 inch micrometre in wooded box. \$60.00

BA tap and die set by Lehmann, Archer and Lane LTD, England in wooden box. \$100.00

Offers or responses by email to [dsknight@bigpond.net.au](mailto:dsknight@bigpond.net.au). There will be a delay in responding. I'll address each email based on first received, first responded to.

Thanks!

David Knight



**APRIL / MAY CALENDAR 2019**

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

# STEAMFEST 2019



Steamin' up for 2019!

## Event Details:

- Saturday / Evening Fun Running (12pm-10pm), Public Running Sunday 11am – 2.30pm
- Steam only event, coal provided, diesels will only be used should the need arise during Sunday public running.
- **AMBSC boiler tickets, Spark Arrestors and Enclosed Ash Pans required and will be checked before light up**
- Traction engines and stationary steam / model engineering displays welcome
- Buy and sell tables available for use
- To register interest or for further details please get in touch by email to: [cmrevents@castledare.com.au](mailto:cmrevents@castledare.com.au)

**May 4&5, 2019 9AM Sat – 5PM Sun**

Castledare Miniature Railway



We would like to thank the support from the below  
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