



John Bollans' BL, driven by Luke Mills
– photo by Trish Stuart

CASTLEDARE MINIATURE RAILWAYS (INC)

www.castledare.com.au

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From the Editors Desk – by Trish and Robin

Welcome to the November 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:

Dylan	Audrain
Garry	Barker
Mike	Crean
Chris	Doody
Trish	Stuart
Richard	Stuart
Romana	Wilson
Marvel	Wilson

President's Prattle – by Mike Crean

Just a reminder.....

In the event of emergency services being called to our Niana site it is vitally important that a member is sent ASAP to the roundabout at the corner of Fern, Bungaree Roads and Castledare Place to direct the service into our site and where they are required. The DO of the day can delegate someone to send and in any event the DO must be notified of who and when someone was dispatched to the roundabout. The same is required at Wilson Park. If there is an event someone will need to be at the entry to the Kent Street Weir car park to direct the service. The City of Canning rangers need to be called immediately to allow access to the park if needed.

Our first Sunday run was quite busy and had a good turnout of members to help out on the day. Thanks to all.

The third Sunday running day was busy and it was again great to see so many of our older members answer the call for help on the day and so many of our young members join in.

The wall separating the clubroom from the club loco shed has been removed and the track extensions have now been installed. Many thanks to Craig and his crew for their work on this project. The ceiling in the breezeway will be insulated and lined to help control the temperature in this area, as it is now our club lunch and meeting room.

Just another reminder that there is a white board in the breezeway for listing locomotives, drivers and rolling stock available for running days. This is exactly what it is. It is not a list assigning the above by a driver to claim any particular units. It is at the discretion of the DO on the day to accept or change this list at his/her discretion. All members should be aware of this and cooperate with the DO on the running days. If any driver has an issue with changes made by the DO then please bring your concerns to the attention of the DO and an amiable solution can be reached.

PLEASE MAKE SURE THE DOORS ARE SHUT AND SECURE.

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.

Secretary's Scribblings – by Les Smith

Run days for November have come and gone with the tally of passengers now exceeding 27,000 which is a good effort. Our 17th November run could be re-named “snake day”! Several snakes were reported and Vic Jones had a close encounter with one adjacent to our carriage shed, so please beware that we may have an injured resident (or two). One crossed our Wilson platform at the canopy end and was encouraged to keep going. Following last month's comment on this subject, Park Rangers were called in to take a look around in the vicinity of our Niana Station exit area.

The last wagon of our current operating fleet to be fitted with brakes is undergoing rejuvenation that it deserves after some 50yrs. The Committee has agreed to display the name “Bob Burgess” under the guard's position. Bob was a very regular guard right up to the age of 92yrs.

Jerry's Workshop now has a drawbridge fitted to the end of the top storage track against the wall that can connect to the traverser and thus wagons can be stored here without manual lifting. Thanks Jayde. There will be further rearrangement internally to the workshop as Craig has “sold” the old milling machine and we now await removal. Craig has also taken on another job to tidy up / remove material gathering behind this workshop.

WAGON SEATS Update – By Les Smith

The program to fit all passenger stock with brakes is nearing completion with the last vehicle, the Orange Guard wagon being readied in the Workshop whilst undergoing a general rehabilitation. The original mechanical handbrake will be retained due to heritage and possible steam brake locomotive haulage. However, an air-park / emergency brake will also be fitted to work in conjunction with straight air haulage.

To ascertain requirements, the Mk2 Yellow Set was taken out into daylight and assembled for the first time since leaving Albany. The last two wagons are now stored temporarily in the carriage shed and re-enter the workshop on release of the Yellow and new Brown wooden gondolas. These two latter wagons will display 'castles' as per original builds. It is planned to fit the last two Mk2 Yellow wagons with a handicap seat.

It is planned to fit new standardised seats to most vehicles excepting the Blue and Yellow Mk1 Sets as they have seating in good uniform condition. The Blue Set seats are extremely heavy and may yet succumb to a lighter version. Choosing the timber without too much twist can take time. The timber bases as seen below, have been taken to an auto upholster in Osborne Park. Rod Bradley is preparing 36 seat backs / bases for those wagons remaining with plywood or chipboard lateral seats.



The castle on the brown wagon is right of what is now a very large tree. Craig Belcher had salvaged the templates for the 'castles'. The photo from a 35mm slide is not too clear as it was taken nearly 50yrs ago!

Important notice from your Treasurer – by Roger Matthews

In the coming months I will be spending less time at the railway with the possibility of only being there on Saturdays.

So as members can be reimbursed expenditure on behalf of CMR expediently I would ask the following:

- If you are able to scan or copy the relevant invoice and email them to treasurer@castledare.com I will then make payment as normal.
- If you are unable to do that then either email the full \$ amount or send a text message for the full \$ amount and then leave the relevant paperwork in the pigeonhole with your name on it so I can pick it up on Saturday mornings.

If there is a member who would like to take on the role of Treasurer at the AGM there will be a vacancy.

DO's Report for Sunday November 3rd – by Rod Bradley

November's run day kicked off on a positive note. 4 x Steamers (Sumo, Tubby, John Millman and Beechina) and 4 x Diesels (UP, G535, Comet Vale and Dependable) were prepared for running. Public running started at 10:35 as the crowd built up slowly throughout the morning. Overcast weather may have kept numbers down a little however the steady crowd meant no queues of people.

A couple of noticeable club improvements stood out to me. The freshly painted carriage sets really looked good. The fresh coats of paint show we care about our railway. The workmanship on the carriages is really a credit to the club members involved. The grounds

looked great as well. The picnic ground, station, new gardens with bark chips and the general environment all looked good. Spring running months are generally enjoyable times. The day proved to be relatively incident free. A few mechanical issues caused minor delays but they were quickly dealt with. The passengers I spoke with on the platforms seemed to have had a good day with many complimenting the railway.

Our total passenger number for the day was 890. This is a good medium level number that did not overly stress the railway or our members.

Thanks to all members who turned up for Saturday to prepare and on Sunday run day. In my view quite a successful day all round.

DO's Report for Sunday November 17th – by Robin Greeney

Fortunately for all who attended the day was far cooler than the previous day - by 10 degrees!

A good number of drivers, guards and other staff were in attendance as well as five locomotives which ran on the day. There was a steady stream of passengers past the ticket office (thanks Sue for enduring the somewhat unpleasant conditions in the ticket office due to the heat). Everyone did their best to ensure another successful runday.

Drivers had to take extra caution on the approach to and as they departed Stanbridge due to warping of the track caused by the previous day's heat. This area was placed under a speed restriction for the safety of passengers and members. We had no equipment failures on the day but managed to annoy a lizard, a long neck turtle and several snakes - all without incident fortunately although one snake was reported as being "very angry"! A snake headed towards our carriage shed but a thorough search failed to locate the creature.

It is probably a good time to remind members that we are in an area with a lot of wildlife - some of which isn't overly friendly - so please exercise caution.

Thanks to everyone's sterling efforts we transported over 780 passengers on the day. When everyone works together we all excel.... well done all!

THOSE BL and G CLASSES! – by Les Smith

CMR has a BL and a couple of the Victorian G Class locomotives, which are essentially the same unit. NSW had the 81 Class but being NSW they made some underframe changes ugly in appearance.

The BL introduced by ANR in 1983 was an EMD SD-50 that succeeded the dash2 units represented by the ex Comm Rail AL units. The SD-50 in North America was not popular, but what a "game changer" for Australia! The SD-50 introduced a wheel set creep system using radar to determine true ground speed and compare this to individual traction wheel speeds.

Early diesels drawbar pull was only about 18% of their adhesive weight whilst steamers with coupled drivers could be rated at 25%. The WAGR L Class came along with "low weight transfer" bogies and got to 25%. Now, the SD-50 system was offering 30%! Rather than monitoring traction motor current and when differing due to spin or slip to add sand and then back-off power by the governor load control and automatically reapplying power

when things settled down.....the SD-50 allowed each traction motor individually to creep or spin a little up to 8 or 9% faster than true ground speed whilst adding sand but not reducing power.

The basis of justifying the BL was that one unit was to replace 2 x 930 Classes (NSW 44 Class.....Mike Crean) over the Adelaide Hills. That is, 132 tonne replaces 2 x112 tonne with a haulage rating of 1140 tonne. This was a pretty mean undertaking! Each new unit introduced was tested at around 1250 tonne or 10% overload. They made it! However, in 1984 in the rain on a run from Tailem Bend a driver requested a 10% load reduction. This was refused and the test proceeded as it was thought that the rainsquall had passed over. A second squall hit and the BL got down on its hands and knees and went to work.

At walking pace the wheel spin literally screams and the banging noise from the rails like shotguns being fired adds to the deafening process. Next day ANR was bombarded with Hills dwellers complaints. A check of the trainload revealed that the guard had added-up wrong and the load was actually 1350 tonne!!! What a test? The banging comes from the slightest curves when the wheel-sets try to move laterally on their tread tapers to adjust for the differential effect and by their extra "grip" tend to roll the outer rail outwards until finally it springs back into place with a resulting "bang".

The BL cabs like the AL's were tight and dual air cond and controls was not great - and without transition they were slow to wind up from 80 to 110 km/hr on Super-freighters. They also did not have a "firewall" but had an extra blower fan at the non-turbo end that blew hot air from the alternator back into the secondary filters and then into the engine. This was a misguided Comm Rail concept for extra pressurisation across the Nullarbor. Hot rust flakes from the turbo exhaust stack caused filter fires in the AL and CLs. The fire threat and extra maintenance cost plus an impost on fuel economy to the tune of \$7K per year resulted in fan removal and a firewall installed.

The BLs were "sand eaters" and by the time they arrived back from Melbourne they were almost out of such just when the climb started from Murray Bridge. The sand capacity was just four small boxes per bogie that tended to pack down tight unlike their American counter parts with a tonne each end in the body. A single or double BLs in the rain may have been noisy, but 4 x GP-50s plus three mid train and two remote pushers getting 150 cars moving upgrade from a yard was shattering.

Four BLs suffered lube oil pump seizure from casting "dags" left in the scavenger boxes breaking off. They also suffered broken springs on the bogie with Victorian "mud holes" blamed. The tenth BL was given to Victoria to help the grain harvest transport. The next orders for G classes and the 81s (NSW) had transition and were much more popular and there is no doubt that they have become great iconic workhorses as most of them are still in service today after some 35years.

DECEMBER / JANUARY CALENDAR 2019/20

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
					30	1
		Work Day			Run Prep Work Day	NIANA Run Day
2	3	4	5	6	7	8
		Work Day			Track work Day General Work Day	Members Day
9	10	11	12	13	14	15
		Work Day		Workshop Evening	Committee Meeting Gen w/day Xmas Party	WILSON Run Day
16	17	18	19	20	21	22
Submissions Close for Cinders & Soot		Work Day			General Work Day	
23	24	25	26	27	28	29
		Christmas Day	Boxing Day		General Work Day	
30	31	1	2	3	4	5
		N/Y Day School Holiday Run			Run Prep Work Day	NIANA Run Day
6	7	8	9	10	11	12
		School Holiday Run Work Day			Track work Day General Work Day	Members Day
13	14	15	16	17	18	19
		School Holiday Run Work Day		Workshop Evening	Committee Meeting General Work Day	WILSON Run Day

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



Heritage Wagons – photo by Les Smith



Dependable driven by Julian – photo by John Bollans



Vic in his G535 – Photo by Trish Stuart



Comet Vale driven by Dylan – photo by Trish Stuart



Loading a double consist, Wilson Park – photos by Trish - 'Mummified' Mitch uncovering wagons!!



For Sale:

Band Saw:- Good working condition, not much use, spare blade included.

Price - \$175.00 o.n.o.

Contact - Richard Stuart 0419907489



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