



Vale Don Bowyer, you will be missed by all your many friends and family - *photo by Tricia*

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## CASTLEDARE MINIATURE RAILWAY (INC)

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## From the Editor's Desk – by Tricia and Anthony

Welcome to the August issue of Cinders and Soot.

We are still looking for contributions to your Cinders and Soot! Photos are always appreciated too – don't leave it up to Anthony to provide them. Please send your contributions to [editor@castledare.com.au](mailto:editor@castledare.com.au)

### Members Celebrating their Birthday this Month are:

* Belcher	Craig	* Millhouse	Owen
* Clements	Harry	* Millman	Kylie
* Clements	Nathan	* Price	Keith
* Cross	Julian	* Prindiville	Callum
* Greeney	Robin	* Prindiville	Alexander
* Hall	Jayde	* Smith	John
* Loller	Max	* Weeding	Jeffery
* Malesic	Marlene		

#### Inside this edition:

Pages 4 to 5 – Reports: President, Secretary

Page 6 - Wanted Notice and Welcome to new members

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Pages 11 - CMR Photo Gallery

Page 12 - CMR Calendar

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The COVID-19 notice has been updated to reflect current State Government advice.

## COVID-19 Important Notice



### Please help keep us all safe by following these simple protocols:

- Remain vigilant and wash your hands often
- Thoroughly wash any kitchen utensils you use
- Don't visit the club if you or a close contact is feeling unwell with Covid symptoms or has Covid
- Continue to wear a mask at your own discretion

**NOTE:** Hand sanitiser, gloves and paper towels are provided to assist you. Please feel free to bring your own if preferred.

Thank you, from the CMR Committee

### **President's Report – by Luke Prindiville**

Welcome to August Cinders and Soot, well this month has been a challenging one but as always, the members have risen to the challenge with support and grace, for this we are extremely appreciative.

We have had the sad news of Don Bowyer's passing this month and we held a minute's silence in his memory followed by a solitary whistle from Carmel prior to the Sunday Run day. Don was most certainly looking down on us for the day as the weather went from very poor in the morning to an absolutely beautiful day.

Don has been a staple of the club for so many years, a man of great talents; engineering, photography, videography just to name a few.

His much-loved Carmel that newer members know well has been a hard worker at the club since its completion with only 2 short absences for some minor bug fixes and a trip to Bunbury for Sandgroppers. Don loved to drive Carmel but as it got too difficult for him he was only too happy to have others run it for him and I have been extremely grateful to be one of those privileged people. Don also has another engine that the older members amongst us would most likely remember better than most and when it became harder to drive Carmel Don very much focused on completing the re-boiling of Judi, his WAGR B class, and he had hoped that it would be easier for him to run, alas he did not manage to get it finished, but she is close and will be seen again at the club in good time.

Don will be sadly missed by all who knew him and is a great loss to his beautiful family and to the hobby. We will say goodbye to Don on Monday the 29<sup>th</sup> of August at Purslowe & Chipper Funerals in Midland at 2pm.

The club has been a hive of activity with much work being undertaken in signals upgrades, wagon maintenance, track maintenance and general grounds maintenance. I encourage all to get involved as much as you are able with work crews on Wednesdays, Saturdays and some Sundays.

We will be having a General catch up on Saturday the 27<sup>th</sup> around the smoko table at 10am in-between the works, and I also encourage members to use the 4<sup>th</sup> Sunday in September to have a play with more information on this to come in due course.

Next an update on our coal situation, I am very happy to say with many thanks to Craig and Ken Belcher we now have a new source of coal with delivery of the first load to be organised very soon. With the new source we will have to go back to the old practice of sorting and storing in wheelie bins and/or bulky bins.

Till next month happy steaming.

## **Secretary's Report – by Robin Greeney**

Hi all, and welcome to an unusual month at our railway. As you would be aware, public running has been suspended to allow urgent maintenance and the review of all aspects of our operations. Maintenance of rolling stock, signalling and track will be undertaken as well as a review into customer handling and member training/retraining.

There will be calls to assist – initially with commenting on the scoping documents being drawn up and then with the actual works. These works will take some time so a phased return to normal operations will no doubt be required (limited rolling stock which will also limit passenger numbers). More advice to follow what is a rather hectic planning phase underway now.

Safety equipment is still coming... coming.... With suppliers out of stock of many of the required items either being “out of stock” or “on back order”. Just a reminder that once they have been issued, they MUST be used in the workshop and when doing track work. Failure to use them will result in the person being asked to leave and return with their personal safety gear.

Purchase of some sample shirts for run days is also underway. Thanks to those who have sent in sizes (all 4 of you) but we have decided to have members check the actual fit before we order their personal shirt.... Not all XL clothing is the same size!

The combination lock on the gate leading to the car park on a run day is proving effective. Just a reminder that, if you know you will be leaving before the end of the run then please park in the area OUTSIDE the gate. If you unexpectedly need to leave early then the combination can be requested from any committee member present on that day. Please leave the gate as you found it. There is a camera watching that area so you will be caught on “candid camera”!

The “Muddy Hands Festival” is currently scheduled on Saturday (19<sup>th</sup> November) – the day before our third Sunday run. It has been suggested they change the date to the 3<sup>rd</sup> Sunday or we won't be able to support the event.

Memberships are again growing – with two accepted at the Committee Meeting last Wednesday. If you know anyone who would be interested then please encourage them to join. We are still getting queries from our advertisement.

You might have noticed I haven't been about much recently... well I have Bronchial Pneumonia which is not only contagious but also zaps your strength as Ken can also relate to. No point coming in if I can't do anything except maybe pass this on. I'm slowly improving with just an occasional lapse.... So hopefully will be back soonish.

## WANTED!



Has anyone got contacts (perhaps friends or family) that are bricklayers?

CMR are looking to brick up a doorway and fix a cracked wall, we would like to get the job done professionally by a competent person, so if any members can put contacts forward that would be great.

Please contact Ben Jones (0427 652 182)

## Welcome to our New Members

During the last few months the following people have joined (or rejoined) CMR. Please make them welcome and help them learn more about the various activities they can get involved with.

Tim Loller  
Dave Voola  
Daniel Daniel  
Mark Bowring

## **A déjà vu day or has anything changed?**

Our hardworking editor was taking a rest and took a squiz through some ancient 2003 to 2005 Cinders and Soots just recently and noted the following from some of them...

- Complaints about not enough people to help on work & run-days
- Keeping the car park gate closed on run-days
- Club shirts with logos
- Need to keep speed down
- Changes to Signalling
- Tricia had taken on the role of Safe Working / Guard examiner
- Richard was President and writing about safety & needing to keep grounds/club tidy
- A wagon-set was taken out of traffic for repairs

Now.... please reread the title! One can take the proceedings of the 1910 Westinghouse Brake Co USA of their triennial meeting of all staff in that they were facing competition, longer trains, client service, new more reliable products, safety etc. It would probably read the same today even though they went along via different owners and now as WABTEC or something include building GE locomotives with batteries. Things have not really changed except to say they have added a few new products that have evolved through technology. The Commonwealth Railways annual reports in the post war recovery 1948 to 1954 mention traffic increasing, machines required for track maintenance, diesel locomotives, Budd railcars etc. The Commonwealth rail system has also morphed via different owners to ANR, NRC and now PN and they are still moving towards that competitive edge with new train control systems, ac locomotives with almost 4 times the tractive effort of GM-1 (now at Bassendean) and trains 4 to 6 times the length operating with greater safety. Change has been gradual and necessary and just cannot be avoided and it is all for the good and to keep doing business.

At CMR we do not have that much competition, but we are running longer trains to handle client pressure, Robin has a new lock for the car park gate, we are getting new Club shirts, safety and insurance are priority issues, TRYBOOKING is to be trialled soon and our signalling is getting more than a makeover. Why should we do the signalling work that you may have noticed?

Just like other businesses, signalling has changed via traffic demands, safety, new technology etc. Working for various railway businesses from the mid 1950s one has seen signalling systems change and one recalls the mechanical methods used at Perth station... wires to tumble semaphores and mechanical locking bars. For the younger readers, locking bars were employed to lock the points in position and had to be pulled back and thus raised to rail head height for a change in the points and then set down again. Once a train progressed above the bars, the wheel flanges prevented lifting and thus the points could not be changed under a train in transit. The length of these bars thus restricted the increase of wagon length and

held back traffic development for many years. The WAGR commenced fitting motorised point machines and searchlight colour signals for CTC working from Armadale to Brunswick but only got as far as Coolup when in the early 60s coal traffic dramatically declined. At Hamersley Iron in the late 60s there was train order working taken in writing via radio, then in the 70s a power line enabled CTC (the Relay cabins kept getting blown apart by lightning), then cab signalling and now auto haul driverless trains. In Europe and other places we have some very sophisticated system for collision avoidance, multiple trains following in a section and so it goes on.

What about CMR with signals.... over the years developed by many members like Ric Edwards, Maurice Cooper (I can still hear Maurie giving a train order to our new member “big” Dan Daniels when at Hamersley) and now Mike taking a well-earned back seat and handing over to “home-grown” Mitch we see work progressing... cabling, new computers, replacement of old outmoded componentry, improved safety features, change back to hard wiring etc. A change back is nothing unusual in railways... ANR actually installed CTC from Pt Augusta in the early 80s and then by 1990 removed it and now it is back.

One has seen signalling and other railway equipment change 4 to 6 times in some 60 years but it is not an average gap or event in this time and is now moving along faster and so in perhaps in less than 10 years CMR will see more change and demands on our members to participate. Oh! Almost forgot, Tricia is still an “examiner” but has taken up a lot of our Safety Management System work and is getting into gear to release an upgraded Operational Handbook to take into account the changing demands on safety. Déjà vu!

WE MUST LIVE WITH CHANGE AND HELP.





Don is featured on our cover (left) with CARMEL. This near octogenarian lived in his earliest days in North Perth on the out skirts of the urban area. His then backyard got turned into Beatty Park. With an aunty living in Karragullen, Don spent many weekends staying there. To get there was a Friday evening 4hour train trip from Perth up the old Zigzag through Kalamunda and return on Monday morning to go straight to school; late, but with a note to explain. The return trip took 3hours. The motive power was normally an MS Garratt but in the last years of the line's operation an MSA was used. Hence, his latest locomotive named CARMEL after a station on this "bush" track that went out to Canning Mills.

Don took on an apprenticeship with HOSKINS then in Murray St Perth. He stayed with them for over 49years through all of the business changes; Vickers Hoskins at Bassendean, then Vickers Ruwolt, ComSteel and Bradford Kendal. Don remembers machining pistons for the WAGR X Class diesel by the hundred in the late 1950s.

It was in 1968 that Ed (Ted) Brown ex WAGR Midland joined Don at Bassendean. Ed started on a tank engine (now Karalee) there. Don joined with him to make a variant named Judi. The choice of name was to be after Judy his wife, who suggested using an (i) instead of the (y) in the name.

Don met Judy at a dealership in Fitzgerald Street, where she worked as an accounts clerk, for some reason he kept taking his VW for service. They married in 1960 and had two children. Loco Judi took around nine years to build. It started its life at CMR with both children driving it. Their daughter was the first teenager licensed to drive steam at CMR.

Don served on the Committee for a few years and then as Treasurer for 3 years in the early 70's. Judy has been and still is a familiar face serving in our canteen. She was the inspiration to tell Don to finish the MSA which he had purchased the plans for from the railways around 30 years ago and already had quite a collection of bits. Carmel was finally completed in July 2015, it had taken 7 years to build with both Don & Judy working together to complete this mammoth task. They could not have completed this engine without the wonderful help and support from friends and companies around Perth. The result as CMR members know is a magnificent performer but unfortunately we will never know just how much load she can haul (bit of a challenge there Don!)

We wish Don many more years of driving Carmel and to see Judi again with a new boiler but not forgetting Judy and her happy pleasing manner in our canteen.



Don at CMR's 50<sup>th</sup>  
Birthday celebrations  
– October 2013

## CMR Gallery



Les' completed Tram No. 23 at CMR for a test run (see last month's edition) - *photo by Les*

Below: various teams hard at work – *photos by Tricia*



Workshop Wagon mods



Dependable being worked on



Signal work



Track work prep



Ben doing magic!

# CMR Calendar 2022

July	August	September
1 Fr	1 Mo	1 Th
2 Sa Run Day Prep Work	2 Tu	2 Fr
3 Su Niana Run Day / <b>Gen Meeting</b>	3 We Work Day	3 Sa Run Day Prep Work
4 Mo	4 Th	4 Su Niana Run Day - <b>Cancelled</b>
5 Tu	5 Fr	5 Mo
6 We Work/School Hols Run Day	6 Sa Run Day Prep Work	6 Tu
7 Th	7 Su Niana Run Day	7 We Work Day
8 Fr	8 Mo	8 Th
9 Sa Track Work Day	9 Tu	9 Fr
10 Su Members Day	10 We Work Day	10 Sa Track Work Day
11 Mo	11 Th	11 Su Members Day
12 Tu	12 Fr	12 Mo
13 We Work/School Hol Run/ <b>Committee Mtg</b>	13 Sa Track Work Day	13 Tu
14 Th	14 Su Members Day	14 We Work Day / <b>Committee Mtg</b>
15 Fr Workshop Night	15 Mo	15 Th
16 Sa Work	16 Tu	16 Fr Workshop Night
17 Su Wilson Run Day	17 We Work Day / <b>Committee Mtg</b>	17 Sa Work
18 Mo C&S submissions close	18 Th	18 Su Wilson Run Day – <b>Cancelled?</b>
19 Tu	19 Fr Workshop Night	19 Mo C&S submissions close
20 We Work Day	20 Sa Work	20 Tu
21 Th	21 Su Wilson Run Day - <b>Cancelled</b>	21 We Work Day
22 Fr	22 Mo C&S submissions close	22 Th
23 Sa	23 Tu	23 Fr
24 Su	24 We Work Day	24 Sa
25 Mo	25 Th	25 Su
26 Tu	26 Fr	26 Mo <b>Queen's Birthday</b>
27 We Work Day	27 Sa	27 Tu
28 Th	28 Su	28 We Work/School Hols Run Day
29 Fr	29 Mo	29 Th
30 Sa	30 Tu	30 Fr
31 Su	31 We Work Day	

## Disclaimer

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