



The Pyrenees Heritage Preservation  
Magazine

# Goldsmith

No 143 August 2017

Lake Goldsmith Steam Preservation Association Inc

Registration No:- A0032895

Rally Grounds:-

1234 Lake Goldsmith-Carngham Road

Lake Goldsmith Vic.3373

Next Rally No 110

LAKE GOLDSMITH AUTUMN RALLY

Nov 4 & 5 2017

Rally Theme:-

## JOHN DEERE

Special Pre Rally event:- Pyrenees Tractor Trek Friday Nov 3



This Waterloo Boy Model R Tractor C1918 can be seen in John Kirkpatrick's Pioneer Shed at Lake Goldsmith. These pre 1923 Waterloo Boy Tractors were the forerunners of John Deere Tractors.

## Editors Overview

Hello Readers, This is the first electronic only edition of Goldsmith, which for me has created a problem about where to start, and the inertia has delayed a start trying to choose subjects which will be of low interest to print readers and not bore the larger audience on the email list. This has been brought about by the high cost of printing and mailing the lengthier heavier editions which have evolved over the past couple of years.

There will be some early information on the Tractor Trek that will precede the November Rally. With our increasing presence at the Beaufort Railway Goods Shed ( it will be a stopover point on the Tractor Trek) there will be a section on early railway locomotives, A special edition of the Killamarsh Chronicle which covers the 50<sup>th</sup> Anniversary of the end of Narrow gauge Steam in North Wales, will be attached,

Also attached will be a copy of Melbourne Steam Traction Engine Club's, A Wisp of Steam Supreme No 559 which features Railway Preservation in South Africa as part of a report of Warwick Bryce's trip to the "2017 Stars of Sandstone" in South Africa.

This edition 143 will still be on the Web site where it can be downloaded in print quality by anyone who cares to do so.

The print quality email edition is, in most cases too large to email, and many addresses have further limitations which reduce the common 10meg limit, which in turn kicks back a lot of emails as undeliverable. Where possible I try and catch these, but at times it is not possible and often very time consuming, so I wait for a complaint that something is not getting through.

To minimise these problems the email that accompanies each Newsletter will in the near future, have a direct link to the website in the text. This will give the reader the option to download the high definition pdf, by using a **Ctrl+click** on the blue address in the text. The pdf will eventually be dispensed with and the direct link will become the only source for the Goldsmith Magazine.

Downloads are not limited in size, so there is then no limit on the size of the magazine, and far less problem with email rejects as the cover email is relatively small.

Our next event is the pre-rally Tractor Trek and the John Deere Rally in November

This American Company has a long and continuous history manufacturing machinery for use on the farm, in industry and in construction and Forestry.

They have had a long presence in Australia, and Victoria is home to many agencies that sell and service their products.

### Mission Statement

To foster, nurture, encourage and demonstrate technical, agricultural and life skills associated with the Industrial Era.

To provide a quality environment where these skills may be used to educate and entertain members and visitors.

To run two weekend rallies each year, and be available at convenient time for other interested groups or individuals.

To conserve and develop a heritage collection.

Find us on the net at:- [www.lakegoldsmithsteamrally.org.au](http://www.lakegoldsmithsteamrally.org.au)  
Or contact us by email [info@lakegoldsmithsteamrally.org.au](mailto:info@lakegoldsmithsteamrally.org.au)  
Or write to: The Secretary:- P.O. Box 21 Beaufort 3373  
Or contact the editor:- [goldsmithgazet@optusnet.com.au](mailto:goldsmithgazet@optusnet.com.au)

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## THE PRERALLY TRACTOR TREK

This tractor Trek has been organised by The Harry Ferguson Tractor Club which is based in Shed 4 at the Lake Goldsmith Rally Grounds. The Trek will start in the Car Park at the Rally Grounds in the morning at 8 45AM and Travel to the Goods Shed on the North side of the Station in Beaufort mid-morning for a prepared Morning Tea, and a chance to stretch your legs and have a look around the shed and the display inside. (See back page for more info)

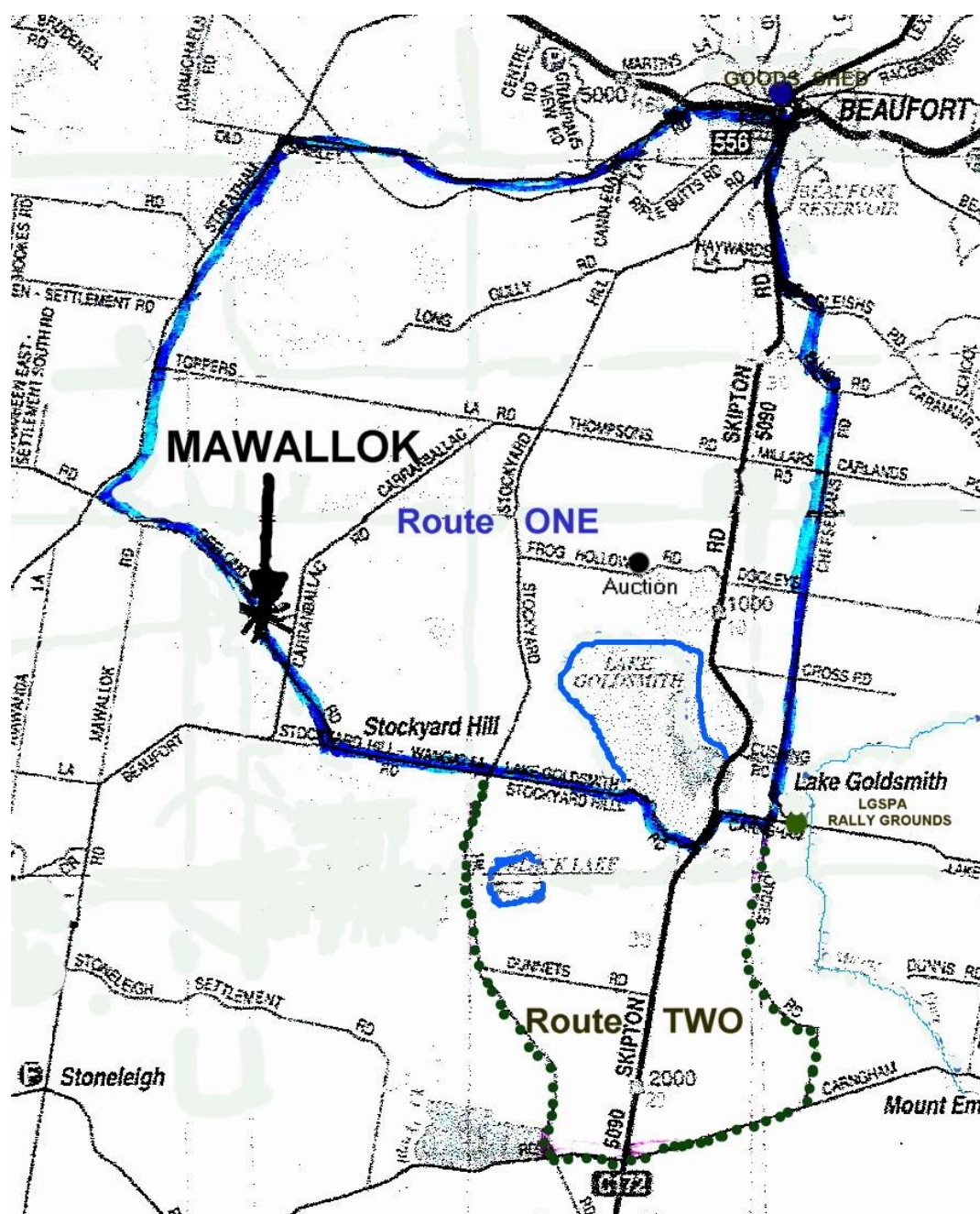
BYO lunch will be at the MAWALLOK Shearing Shed .

The home run back to the Rally Grounds will be via a direct route through Stockyard Hill and across the South side of Lake Goldsmith, or you can take a longer trip by going South from Stockyard Hill to the Streatham-Carngham Road and head East to Oddies Road and North back to the Rally Ground. There will be Tractors leading and following up to keep the convoy well grouped.

The Trek will leave the assembly point in the carpark and head North up Cheeseman's Road.

For information, you can contact:- Ron on 0418 514 990 or Phil on 0418 399 341

There will be a follow up in the October edition



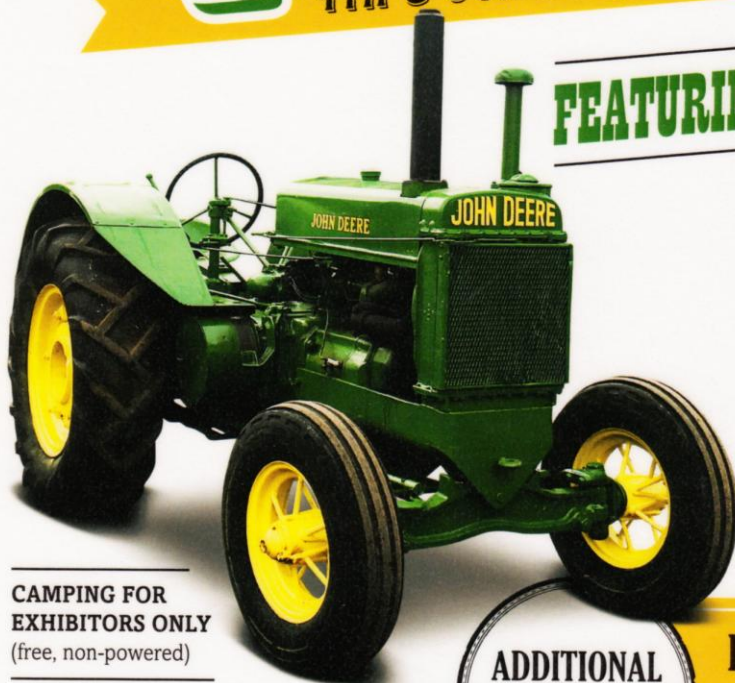
In the centre of the map you will see a black dot in frog Hollow Road near the centre of the map. There will be a Clearing Sale here on Friday for the collection of the late David Boyles collection the 3<sup>rd</sup>. See page 12



# LAKE GOLDSMITH STEAM AND VINTAGE 110<sup>TH</sup> RALLY

4TH & 5TH NOV, 2017

FEATURING JOHN DEERE PRODUCTS



## Regular attractions include:

- 65 Display Sheds
- Steam & Oil Engines
- Steam Powered Shovels & Saw Mill
- Displays of Earthmoving, Cars, Motorcycles, Tractors & Trucks
- Radio Controlled Model Boats
- Attractions for Ladies & Children
- Blacksmithing
- Threshing
- On-site Catering

**CAMPING FOR EXHIBITORS ONLY**  
(free, non-powered)

ADDITIONAL  
ATTRACTION

## LAKE GOLDSMITH INAUGURAL ALL-MAKES TRACTOR TREK

Leaving Rally grounds on Friday 3rd November at 8:45am

ADMISSION PRICE: • Adults \$15.00

• Children aged 5-16 \$5.00 • Exhibitors and Children under 5 free



VIC ROADS DIRECTORY MAP 75 G5 2.4

For rally information contact:  
Trevor 0407 539 041 or  
Graeme (03) 9723 3310

For Tractor Trek information contact:  
Ron 0418 514 990 or  
Phil 0418 399 341

[www.lakegoldsmithsteamrally.org.au](http://www.lakegoldsmithsteamrally.org.au) • PO Box 21 Beaufort 3373



## THE JOHN DEERE RALLY

The Flyer on the previous page spells out the theme for this Rally. The Steam, Internal combustion and heritage equipment are all there and the 60 or more sheds will be open too.

John Deere has been a major influence and force in Agriculture and Industry since the Blacksmith John Deere produced the first self-cleaning steel plough in Illinois USA in 1837. The success of this plough, fabricated from a broken steel saw blade, was its highly polished surface which worked freely in the heavy Prairie soil which fouled rough surfaced cast iron ploughs.

The Blacksmith set up a company with a production line which offered complete goods for sale. This approach was quite different to the “work to order” approach of traditional Blacksmithing. Steel was an expensive material at the time. It was initially imported from England and arrived by boat up the Mississippi River at Moline.

Deere moved to Moline Illinois, in 1848, to be near the railway and River. They were soon producing 200 ploughs a month. By 1853 his son Charles had joined the business.

Deere and Company was formed in 1868, and in 1876 the leaping Deer made its first appearance on company logos, and in various iterations it has stayed there ever since. By the turn of the Century their product range included Ploughs, Cultivators and Planters sold via a distribution network.

In 1907 Charles son in law, William Butterworth took over and looking to the tractor market developed the advanced Dain AWD tractor which was the first sold under the John Deere name, and 100 were built. The Dain's features made it expensive and production ceased when they acquired the popular and well-priced Waterloo Boy Gasoline Engine Company in 1918.

Waterloo Boy were possibly the first to use a petrol engine in a Tractor in 1892. Whilst there was not a lot of interest in it at the time, they tried again in 1911 and hit pay-dirt in 1914 when their Model “R” was introduced. John Deere In 1923 they changed the name of the Tractors to John Deere and they are still making them. Very few of these tractors came to Australia.

John Deere introduced their model D in 1923, and these were imported here. The 1920's saw the introduction of harvesters. The horizontal twin cylinder line of tractors continued until 1960 when vertical multi cylinder engines were introduced. In 1956 John Deere acquired the German makers of the Lanz

Bulldog Tractors, and in the 1980's they acquired Chamberlain Tractors in Perth which became John Deere's headquarters in Australia until they moved to Brisbane in 1992.

In Victoria they have a large distribution Centre at Derrimut near Laverton in Melbourne, and closer to home, in Ballarat, Cervus Equipment distribute John Deere machinery. We will see more of them at the Rally where they will have equipment on show and in use supporting the events.



## BRUNTON'S STEAM HORSE THE TRAIN THAT WALKED

This train dates from 1814 when adhesive traction locomotives were just coming on line, well on rail to be more precise. At the time rails, either the “L” shaped wagon way rails that suited flangeless wheels (which allowed wagons or carriages to run on road or “rail”), or the edge rail that suited flanged wheels (requiring dedicated wagons with flanged wheels) were generally made of Cast Iron which was only practical if the wagons or Locomotives used on it were light enough to avoid snapping it and derailing the train.

With horses providing the motive force and a track design which in the main, carried full wagons downhill and empty ones up, individual wagons could be kept to a safe weight that avoided rail damage. Iron rails had the advantage that draft animals could haul heavier wagons on them than they could on timber rails.

Steam Locomotives had been tried, Trevithick in 1804 for instance, but the idea was abandoned due to rail failure with a heavy locomotive on a track normally worked by draft animals. The obvious cost saving advantage of using a steam locomotive to replace horses was not unnoticed; all that was needed was a bit more incentive. The war with Napoleon, which started in the late 1790's and went on until mid-1815 when it ended at the Battle of Waterloo provided the incentive when the price of horse feed rose steeply resulting in an increase in the cost of pulling barges and wagons.

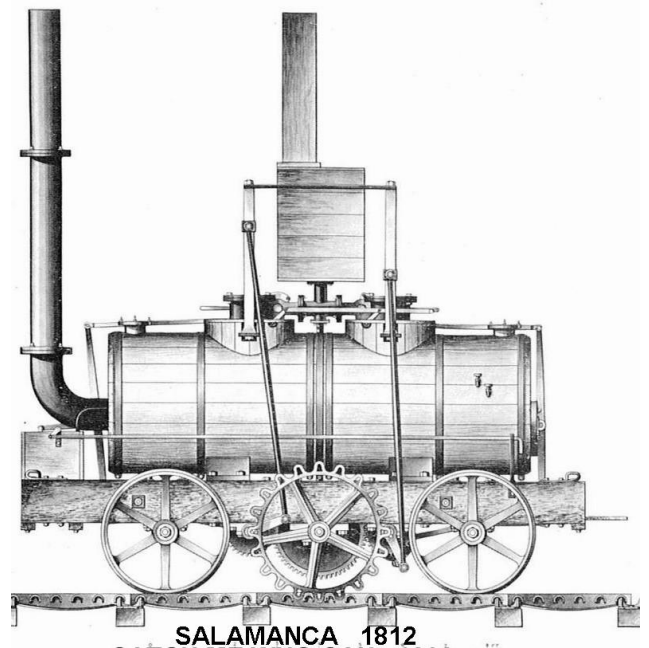
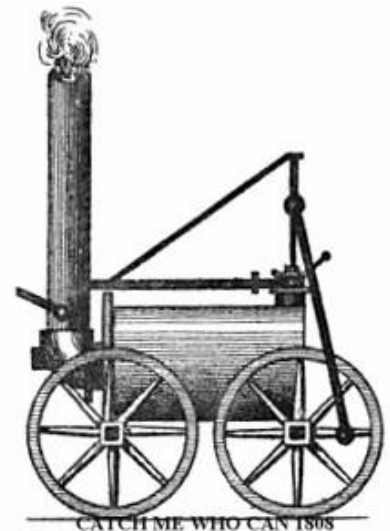
Not all wagon ways ran downhill when full, so to replace draft animals a locomotive should be able to tow a load uphill, but at the time that ability was an unknown. The thinking at the time was that adhesion railways, ie smooth iron wheels on smooth iron rails would be limited to about .5% (1M in 200M) which was insufficient to be practical.

The first successfully commercial steam railway was the Middleton Railway, opened in 1812 after a wagon way (the first railway to be approved by parliament in 1757 to supply coals to Leeds) was converted to a railway using an edge rail on one side and a toothed or rack rail on the other. This rack railway was patented in 1811 by John Blenkinsop, who was the manager of the Middleton Colliery. He believed that a Locomotive light enough to avoid breaking the rails would not have enough traction to move the loads up the gradients involved. A crank driven Locomotive, based on Richard Trevithick's “Catch Me Who Can” drove a central axle driven through reduction gears from two vertical cylinders with the cranks offset at 90°, was designed by Murray and Wood and named “Salamanca.”

This was the first commercially successful steam locomotive and was soon joined by two more which ran successfully for twenty years before poor maintenance practices which followed John Blenkinsop's death led to a Boiler explosion which killed the world's first Engine Driver and ten others.

This railway chalked up a lot of firsts, including the first railway accident when a boy running beside it was killed. The papers at the time recorded this event as a warning to others.

The rack or cogged railway proved to be a success, but it was expensive to build, and there was a patent in place that may have contributed to the need to find an alternative.





The Butterley Company in Derbyshire had the need to haul limestone up a 2% grade (1 in 50) to raise limestone from the pit to a canal. William Brunton constructed the “Mechanical Traveller” or “Steam Horse”, which in spite of its unusual appearance worked well enough to encourage others to build a larger version in 1814.

As can be seen on the attached drawing the steam cylinder at the rear side of the boiler is used to push the locomotive, and its attached wagons, using pusher rods which gripped the rail on the forward stroke and released when pulled forward.

The system was patented in May 1813 and the Locomotive cost £240.

It weighed in at 2 ¼ Tons and moved at 3 Miles per Hour. The one cylinder had a 6” Bore and a 24” Stroke and the Boiler ran at 40PSI. I have no idea how they controlled it going downhill, but apparently they had that worked out too.

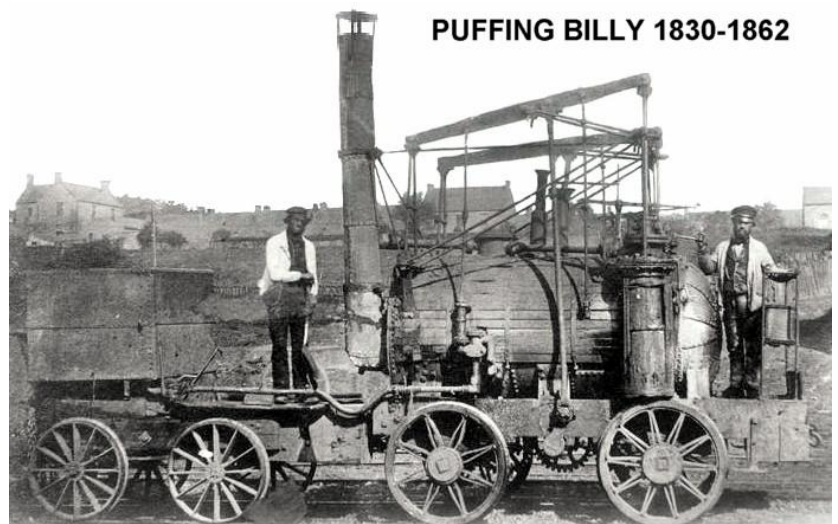
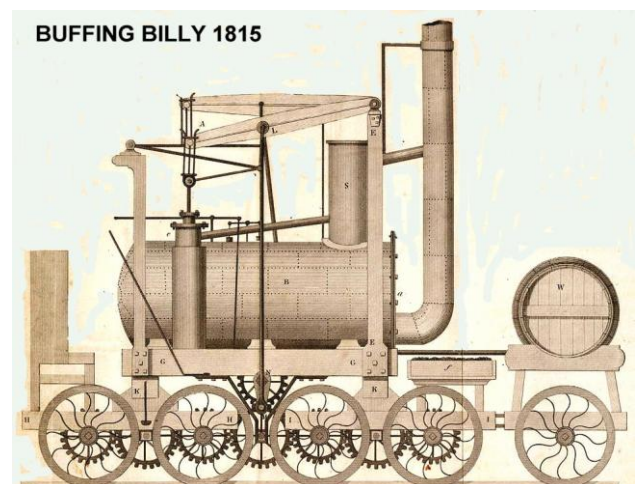
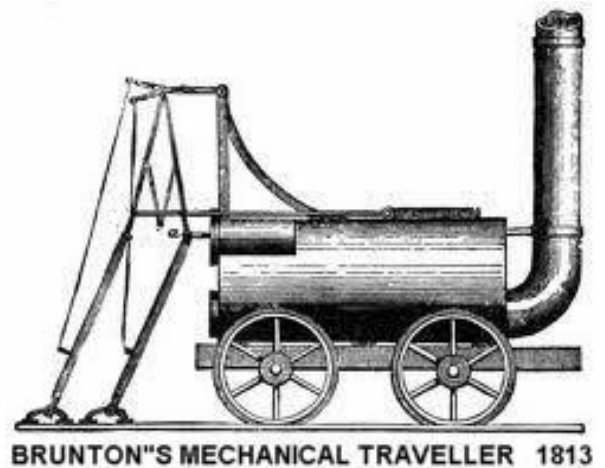
The second model weighed 5 tons and may have had 2 cylinders and seems to have been built by the Newbottle Colliery in County Durham at a cost of £540.

In 1814 it hauled loads up a 1 in 36 gradient at 3 MPH, but the owners were not happy. During Trials in July 1815 the boiler exploded, killing 13 spectators and injuring others, due to the safety valves being screwed down to tightly. This was the first recorded railway disaster; fortunately the laws of physics are not subservient to managerial whim. The idea of the Steam Horse was not pursued.

The first commercially successful adhesion railway was constructed at Wylam Colliery, near Newcastle on Tyne in 1814 by William Hedley. This Locomotive weighed 8 tons and soon broke the wagon way plates that it ran on. In 1815 it was rebuilt on 2 “Bogies” that spread the load over 4 axles, all of which were gear driven from a geared cross shaft that was driven by two cylinders. This locomotive “Puffing Billy” was joined by “Wylam Dilly” and a third locomotive.

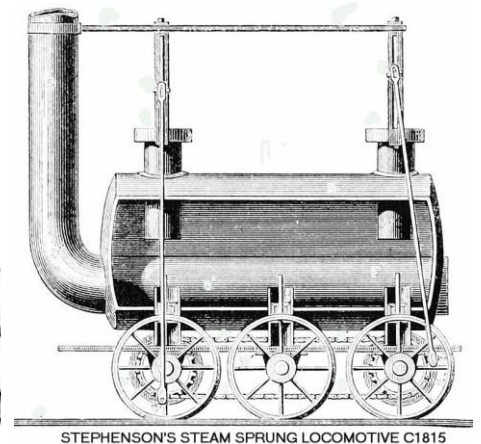
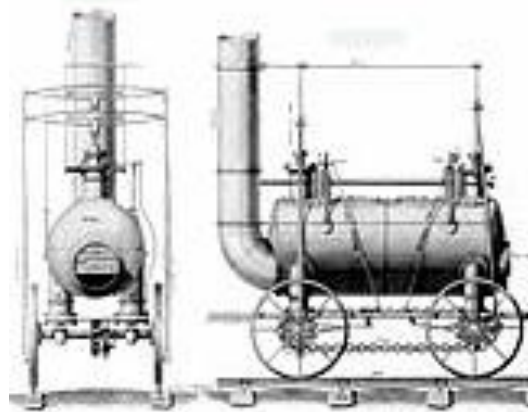
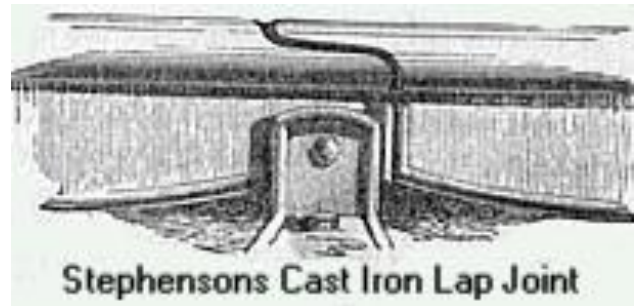
The cast iron plates were replaced by improved edge rails in 1830, at which point Puffing Billy reverted to the original 2 driven axle design, and stayed that way until it was retired in 1862 when Edward Blakett, the owner of Wylam Colliery loaned it to the forerunner of the Science Museum, and later sold it to them for £200. It is still on display and Puffing Billy is the world’s oldest surviving Steam Locomotive. Wylam Dilly survives in Scotland at the National Museum, and a replica can be seen in Germany at the Museum in Munich.

These four Locomotives were all slow, they were designed to operate on existing coal or mineral wagon ways while draft animals were also in use, so speed was not an advantage. Each found a way of using steam traction to replace draft animals on metal rails, the rack and edge rail evolved into systems still in use today.

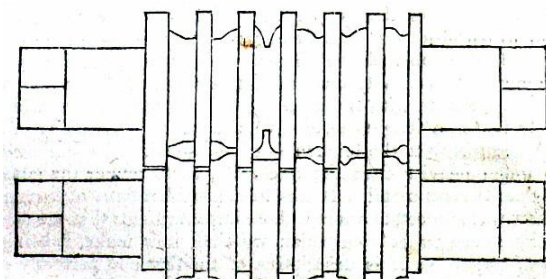


The limitation of these early steam locomotives was the availability of a suitable rail. The early systems started sheathing the common timber in iron, which at least increased the payload of a draft animal by reducing the resistance. The cast “L” section wagon plates were normally short lengths of Cast iron bridging gaps between timber sleepers or stone footings. These could fill with spoil and become a high maintenance item. The edge rail, which was first used about 1790, avoided this problem, but it was still load limited, even when “fish bellied with a lower flange”. Curiously, to me anyway, although the length of these cast sections varied, typically they were 3 feet long and defined by weight. Later long lengths were still referred to by their weight per yard (3’)

George Stephenson had been an “Engine Wright” at the Killingworth Colliery since 1812. He carried out experiments to determine if the friction between a smooth rail and wheel was sufficient. His early Locomotives exploited the success of these trials.



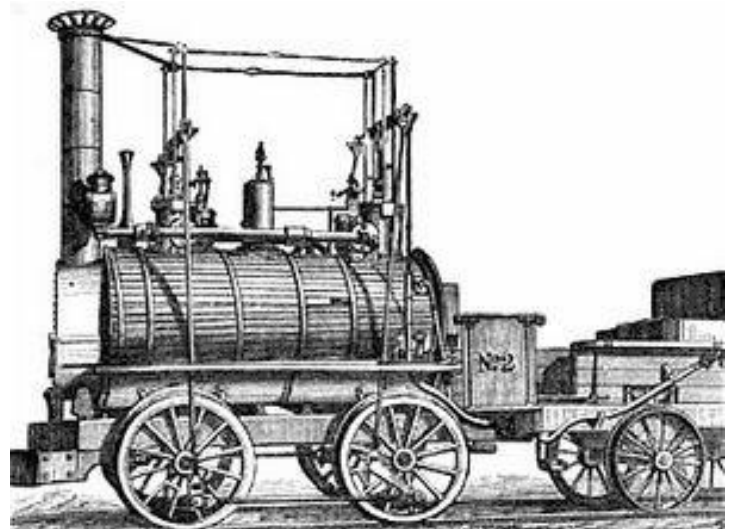
He made improvements to the Cast iron rail systems using a new chair to anchor the rail and overlap connection which he patented in 1816. He further protected the rail from the impact loads that might crack it by connecting axles to the boiler frame using “Steam Springs” that sat with one open end under the water in the boiler, and the other end contained a piston which was connected to the axle. (Steel for springs was incredibly expensive, making heavy springs impractical at the time). The springs were intended to help stability by absorbing some of the rocking motion which was caused by the recoil of vertically mounted cylinders.



BIRKINSHAW'S RAIL ROLLER PROFILES C1820



Wrought iron was used for rails but it did not become popular until after 1820 when John Birkinshaw patented a means of rolling wrought iron into long lengths. This rail did not suffer the cracking problems associated with cast iron, and used much less iron to carry a similar load. They were also cheaper to lay as there were not so many joints, (he also proposed welding the rails into long lengths, although it would be more than 60 years before this idea became practical). These long rails (18') sat in chairs or pedestals on sleepers of wood or stone.



EARLY STEPHENSON LOCOMOTIVE C1814



Stephenson's first Locomotive "Blucher" was built in 1814 at the Killingsworth Colliery. This locomotive hauled 30 tons of coal uphill at 4MPH and was the first successful flanged wheel adhesion locomotive. It had coupling rods between the axles, and it was built on Stephenson's 4'8 1/2" gauge that became the world "Standard Gauge".

Other Locomotives followed on various industrial railways.

In 1822 the 8 Mile long Hetton Colliery railway built by Stephenson was opened. It was the first railway designed to operate without draught animals.

In 1823 "Robert Stephenson and Company" the first company to manufacture steam Locomotives was formed with George, son Robert and other partners for the construction of the 25 mile long Stockton Darlington railway, the first public railway to haul coal and flour.

Wrought Iron rails (5.6lb/yard in 15' lengths) made by John Birkinshaw were used. The line opened in September 1825 when Locomotion 1 hauled 80 Tons of Coal and Flour 9 miles in 2 hours. The first passenger coach "Experiment" was towed behind taking the dignitaries on the day as the first passengers on a commercial line of mixed goods and passengers.

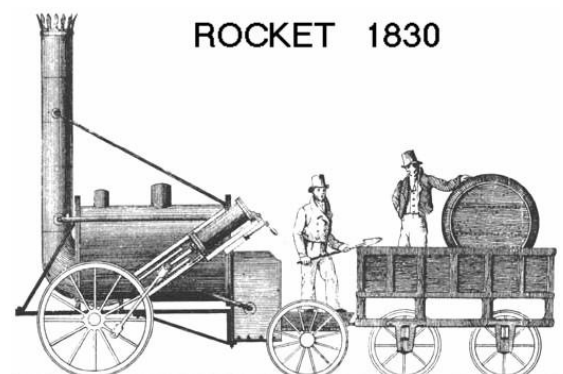
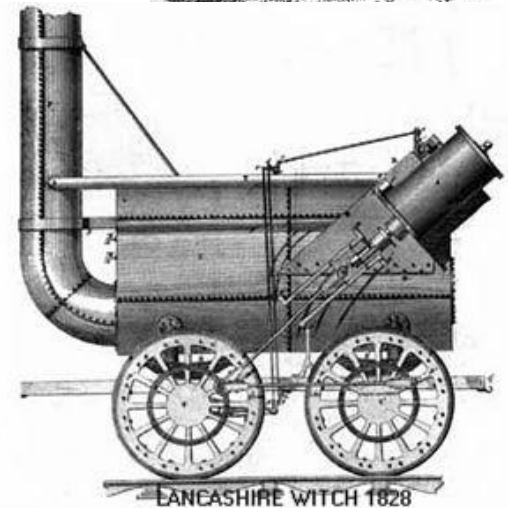
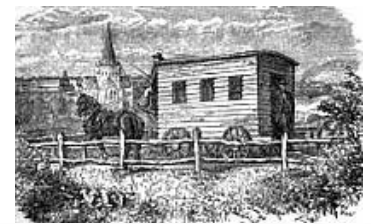
The 35 mile Liverpool and Manchester Railway was the next evolution for commercial railways. George Stephenson was appointed engineer for constructing this railway which was a major undertaking in its day.

The railway had a double track. Curiously the gap between the centre rails was the same as the Rail Gauge (4'8 1/2") on the grounds that if wide loads were to be carried a train could run down the centre. This turned out to be too close and was later remedied. Safe loading gauges were still in the future. Each rail ran on its own set of stone pillars. There were no ties between rails to hold gauge, which limited speed to avoid spreading. The Rails were fish bellied between the pillars which were well spaced. Later in 1837 new parallel rails on timber sleepers were laid to replace the originals. No animals were to be used in its operation, it was to be powered exclusively on steam power.

It was the first railway to have a system of signalling (initially using men stationed along the line within sight of each other, using hand signals, and later flags and lamps (Telegraph had not been invented then). The railway also introduced timetables.

The selection of a suitable Locomotive was to be made after a competitive evaluation at the Rainhill Trials in 1829. Stephenson's "Rocket" won and went into service when the line opened in 1830.

The Stephenson's had been experimenting with new designs to overcome the limitations of the vertical cylinders. The first train produced by Robert Stephenson and Co was the Lancashire Witch, which was based on Locomotion 1 with the cylinders set externally at 45° driving the front axle



directly, and the rear by coupling rods. This arrangement allowed the Locomotive to be the first mounted on steel springs. The Locomotive was first used on the Bolton and Leigh Railway in 1828, and later on the Liverpool and Manchester.

These inclined cylinders were lowered (from 45° to 35° off Horizontal) in the Rocket design where they drove the large diameter front wheels.

Rocket also used a multi tube boiler with an external firebox. The un-driven trailing wheels helped stabilise the rocking motion introduced by the piston movement.

Later, Rocket's design was altered and "Northumbrian" arrived. The Cylinders were further lowered to 8° off Horizontal and a smokebox was added and the firebox moved inside the boiler. The cylinder exhaust steam was directed into a nozzle designed to induce a forced draft through the firebox.

Planet followed in 1830, the cylinders were now between the wheels and the drive was to the rear wheels, the arrangement had gone from 0-2-2 to 2-2-0. A steam dome was added to better keep water away from the cylinders, and Buffers and couplings became a standard.

Nine "Planet" class locomotives were ordered for the Liverpool and Manchester Railway and in 1834 travelled the 50km in 1 hour.

The development of the Planet was the "Patentee" which added a pair of trailing wheels to add further stability and allow a heavier boiler. The Patentee appears to have been built as 2-2-2, 0-4-2 & 0-6-0 configurations depending on how much traction was required. It also added Steam powered Brakes to the Drive and Trailing wheels.

This class had the basic layout of a Steam Locomotive. The Planet and Patentee were the first types that were produced in large numbers.

Still to come was an effective valve mechanism. Up until 1841 Steam Locomotives, and nearly everything else used variations of Gab Valve gear. The shaft eccentrics were loose on the shaft, a bit like constant mesh gears in a manual car gearbox. If you wanted to go forward you slipped a sleeve, which rotated with the shaft until a notch on the sleeve engaged with a pin on the eccentric which forced the eccentric to turn with the shaft and open the valve in sympathy with the pre-set timing. If you wanted to go in reverse, you slid the sleeve out of the forward eccentric and pushed it along until it engaged with the reverse eccentric, and opened the regulator and you were on your way. There were lots of variations of these "dog Clutch" drives.

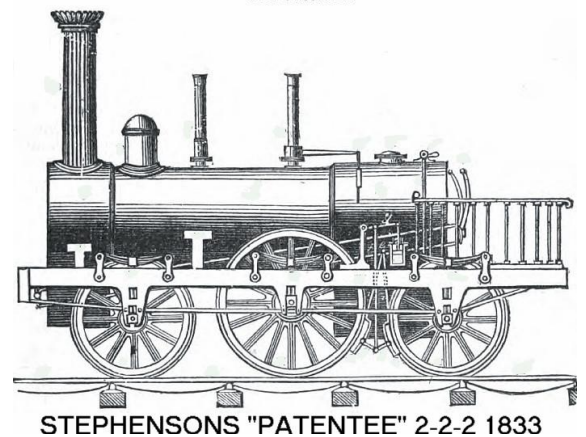
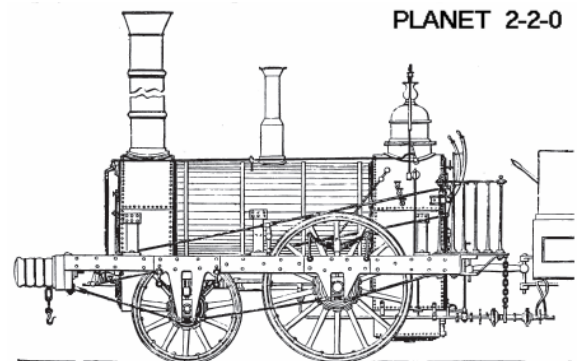
Getting everything to line up when you want to change could be prickly, and time consuming. That was only part of the problem as you could not change the valve timing; they opened and closed near the end of their stroke, so you used a lot of fuel and water.

In 1841 two employees at Stephenson's figured out that if they modified the levers and pins in their valve mechanism they could leave the eccentrics keyed to the shaft and move from forward to reverse seamlessly by using a rocker shaft with a variable centre pivot.

Better than that they realised that they could stop partway forward or reverse and shorten the steam cut-off and recover the energy in the steam by letting it expand after the cylinder was isolated from the boiler.

This was a stroke of genius, it was a total win. It saved fuel and water, all of which had to be carried with you, and the mechanism was simple to use and patentable.

In a period of just 30 years steam locomotives had moved from low powered unreliable Juggernauts on unreliable rails to fast reliable trains in the UK and around the world, There was a long way to go after the 1840's but a workable arrangement was well in hand, and the Stephenson's, Father and Son





made a major contribution. When you think that George Stephenson was still illiterate at 18 and was self-educated makes it more amazing.

There were many others involved in railways but the achievements of Robert Stephenson and Company is a history in itself. It is fortunate that so much of these events is recorded, and it makes fascinating reading. Much of the foregoing has come from the internet, particularly Wikipedia and Graces Guide, and I have only picked some interesting bits that are from the period before the steam machines that we see at Rallies.

Fortunately many of these early machines survived and many replicas have been built by enthusiasts and can be seen in action.

I hope that you get as much fun out of this read as I did writing it, this is not an attempt to record history, more to open a window on a time when machines were starting to challenge the horse. Ed.

P.S, Actually the horse hung on for quite a while as this 1908 picture of the last train on the 5 mile plate Wagon way "Little Eaton Gangway" near Derby in England will testify.



The Cherry Capital Collectors Club Inc., The Coolamundra District Machinery Restoration Society and The Grenfell Machinery Club Inc. present

## 7th NHMA NATIONAL TRACTOR TREK

**20th - 22nd SEPTEMBER 2018**

**Come and join us over three days during spring!**  
The 7th National Tractor Trek will be held in the Hilltops Region of Young NSW

| Travel  | Information   | Locations   |
|---|---|---|
| Buses will be running for non tractor drivers visiting Young's top locations. | visit<br><a href="http://www.nhma.com.au">www.nhma.com.au</a><br>or<br><a href="http://www.visityoung.com.au">www.visityoung.com.au</a> | landra Castle<br>Model Train Museum<br>Chinaman's Dam<br>Chinese Gardens<br>+ more. |

Enquiries:  
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holkim@iprimus.com.au  
JOHN GUYMER 0457 697 453  
johnguymer05@gmail.com

**CELEBRATING 100 years FORDSON TRACTORS**

## DENILQUIN COLLECTORS CLUB ANNUAL SPRING RALLY

SEPTEMBER 16<sup>TH</sup> & 17<sup>TH</sup> 2017  
ON THE EDWARD RIVER, MEMORIAL PARK, DENILQUIN NSW

**Fordson Tractor Club of Australia Celebrating 100 years of Fordson**

## FEATURING

### FORDSON TRACTORS AND FORD CARS & TRUCKS

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SHOW & SHINE SUNDAY  
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NHMA GUIDELINES APPLY PUBLIC ENTRY \$5 PER DAY. CONTACT: DARYL 03 5881 2461

**PURILLS PETROLEUM** Central **IGA** Riverine Petroleum **PSL**

The NHMA are having their 7th NATIONAL TRACTOR TREK near Young in NSW in September 2018, so this should give plenty of lead time for anyone looking for a grand tour of the area. I guess that we will have some updates from time to time as the event gets closer. For those of you who are looking for an excuse to visit Denilquin in Southern NSW next weekend, the Cont. 12



## DENILQUIN COLLECTORS CLUB

might be your saviour. Their Annual Rally has a special event to celebrate 100 years of FORDSON

The Fordson Tractor Club of Australia will be there, as will be anything made by FORD. If you like Fords it should be a weekend that you will enjoy. See the Flyer on page 10

If you have an urge for the Coast and you or the family like miniature trains the:-

**PORTARLINGTON BAYSIDE MINIATURE RAILWAY** should be an ideal spot to while away an afternoon if you can get there on one of the scheduled running days.

PORTARLINGTON BAYSIDE MINIATURE RAILWAY INC.  
(Assoc No. P0065148P) (ABN 79 398 608 308.)

TABLE OF OPERATING DATES SEPTEMBER- DECEMBER, 2017.

| Day & Date                                  | Running Times:      |
|---|---------------------|
| Sunday, 3 <sup>rd</sup> September, 2017     | 11.00 am to 4.00 pm |
| Sunday, 10 <sup>th</sup> September, 2017    | "                   |
| Sunday, 17 <sup>th</sup> September, 2017    | "                   |
| Sunday, 24 <sup>th</sup> September, 2017    | "                   |
| Wednesday, 27 <sup>th</sup> September, 2017 | "                   |
| Sunday, 1 <sup>st</sup> October, 2017       | "                   |
| Wednesday, 4 <sup>th</sup> October, 2017    | "                   |
| Sunday, 8 <sup>th</sup> October, 2017       | "                   |
| Sunday, 15 <sup>th</sup> October, 2017      | "                   |
| Sunday, 22 <sup>nd</sup> October, 2017      | "                   |
| Sunday, 29 <sup>th</sup> October, 2017      | "                   |
| Sunday, 5 <sup>th</sup> November, 2017      | "                   |
| Sunday, 12 <sup>th</sup> November, 2017     | "                   |
| Sunday, 19 <sup>th</sup> November, 2017     | "                   |
| Sunday, 26 <sup>th</sup> November, 2017     | "                   |
| Sunday, 3 <sup>rd</sup> December, 2017      | "                   |
| Sunday, 10 <sup>th</sup> December, 2017     | "                   |
| Sunday, 17 <sup>th</sup> December, 2017     | "                   |
| Sunday, 24 <sup>th</sup> December, 2017     | "                   |
| Wednesday, 27 <sup>th</sup> December, 2017  | "                   |
| Sunday, 31 <sup>st</sup> December, 2017     | "                   |

PBMRI Table of Op Days Sept- Dec.



**Miniature Train Rides**

Portarlington Bayside Miniature Railway is perfect for younger children and a great spot for your child's next birthday party.

Set in picturesque parkland close to the beach

**LOCATION:** Corner of Point Richards Road and Boat Road, Portarlington.

1 min from beach & boat ramp, 5 mins to caravan park & parklands and the lovely beachside town of Portarlington.

- Heritage Style Railway Station
- Locomotive Hauled Trains
- Gondola style carriages
- FREE undercover BBQ's & picnic tables
- Children's playground & toilets nearby
- Ample car parking

For information on running schedules and special events:  
Facebook.com/miniatuurerailway  
www.miniatuurerailway.com.au

**GROUP BOOKINGS**  
We take Group bookings for birthday parties, club functions, fundraisers & charities  
To Book Call 0476 124 598

Find us on Facebook



**LAKE GOLDSMITH 110<sup>th</sup> Steam and Vintage Rally 2017**

**4<sup>th</sup> & 5<sup>th</sup> NOVEMBER 2017**

Adults \$15.00  
Children 5-16 \$5.00  
Exhibitors and Children under 5 free  
Address: 1204 Carrington-Lake Goldsmith Road Lake Goldsmith (off Beaufort-Skipton Road).  
Camping for exhibitors only (free non-powered sites)

**Featuring John Deere products!**  
In addition to our regular attractions:  
• 65 Display Shed • Steam & oil engines • Steam powered shovels and saw mill • Displays of earthmoving, cars, motorcycles, tractors & trucks  
• Grand Parades daily • Radio controlled model boats • Attractions for ladies & children • On-site catering

**PLUS** Lake Goldsmiths first all makes Tractor Trek on Friday 3<sup>rd</sup> November 2017 weather permitting.

Rally information: Trevor 0407539041 or Graeme (03) 97233310  
Tractor Trek information: Ron 0418514990 or Phil 0418399341  
[www.lakegoldsmithsteamrally.org.au](http://www.lakegoldsmithsteamrally.org.au)

Readers of TOMM Magazine may have spotted their ad for our next Rally, for which we thank them. They've done such a good job I think that I will put in an appearance.

John Deere is always an attraction and their company has been in business for a long time, and we expect them to be around for a long time yet. In the main we expect to see tractors at the rally, hopefully we will see graders and earth moving gear, and some of their log-handling and agricultural equipment too.

On Page 5 the Tractor Trek Map included a location for the clearing sale of the late David Boyles collection in Frog Hollow Road, just North of the Lake Goldsmith reserve.

The Auction will be on at the same time as the Trek, we expect that it will be possible to inspect what is on offer beforehand and arrange a contact with the Auctioneer for a phone hook-up at the time. We will have an update in the October edition, and perhaps a list in the sale section of the Website at :-

[www.lakegoldsmithsteamrally.org.au](http://www.lakegoldsmithsteamrally.org.au)





**You do not often see an aeroplane with a wake, but this Tomcat does it in style. When you get a bow wave as well you are probably in a bit of trouble. Some ground (well surface) effects become evident over water with the high pressure under the wings depressing the surface, and the induced low pressure under the Nacelle exits to produce this fabulous effect. Not much steam, but a great picture.**



For those on the Tractor Trek the Morning Tea break will be at the:-  
**Lake Goldsmith Goods Shed Museum & Visitor Centre**

in Albert Street Beaufort, just across the line from the Station.

This facility has seen some good open days with events which are openers for our Rally's, and meeting points for car and truck clubs on tours through the Pyrenees Tourist Districts.

While you rest up after the run from Lake Goldsmith, take a look inside. There are a lot of exhibits covering local history, machinery, a growing number of which are railway memorabilia, the Locomotive model above is from a period just after the feature story, and the theatrette above is inside a Victorian Railways Carriage from around the 1860's which was recovered from a Ballarat backyard by Ron and Linda Harris. For your comfort, there are toilets and water for tea and coffee inside.

The President, Committee and members hope that you enjoy the action at the 110<sup>th</sup> Rally. Ed.