



The Pyrenees Heritage Preservation
Magazine

Goldsmith

No 145 December 2017

Lake Goldsmith Steam Preservation Association Inc

Registration No:- A0032895

Rally Grounds:-

1234 Lake Goldsmith-Carngham Road

Lake Goldsmith Vic.3373

Next Rally

GOLDSMITH AUTUMN RALLY

No 111 May 5 & 6 2018

Rally Theme:-

**Vintage Fire Appliances
& a Celebration to the CFA**



Green was the shade of the day at the 110th Lake Goldsmith John Deere Rally in Nov 2017.



The colour scooted into the future, paraded on the arena on a John Deere pushbike and a John Deere produced Lanz Bulldog. Chamberlain tractors, built in Western Australia, many by John Deere when they set up an Australian base, were on show in their traditional colours to enhance local JD history.

Editors Overview

Hello Readers. The New Year will be with us by the time the December 2017 edition of GOLDSMITH arrives with you, so a happy New Year to all, and I hope that your Christmas went well too.

The 110th Rally was a great event with an unexpected but appreciated turnout of visitors, all of whom we thank, and hope that they enjoyed the weekend as much as those who put in the hard yards to make it happen. These events are a large investment in funds and effort by the club management, volunteers, the teams that prepare and man each of the 60 or so sheds and the visiting exhibitors who put so much unique and varied history on static and Dynamic display, and provide additional vehicles to join the Parade of Steam and IC vehicles that are a major drawcard at our Rallies. Thank you all.

This year the highlight feature was John Deere

John Deere has a strong foothold at the Rally Ground in John Kirkpatrick's "PIONEER" shed where an immaculate Waterloo Boy and 2 early twin cylinder Petrol John Deere Tractors are on show, along with a lot of memorabilia. For the Rally many more arrived as we will see. Along with the tractors there were stationary engines, farm machinery, and a John Deere branded ladies bicycle and a chain saw.

The Ballarat based Cervus company are the local face of John Deere and they provided support for the Rally and provided some modern John Deere Equipment including a "Gator" that served well as an official runabout. These can be seen on the cover picture. Chamberlain Tractors, the later models of which were produced by John Deere when they acquired an interest, and later in 1970 took over the Perth Based Company. After the closure of manufacturing, the John Deere headquarters moved to Queensland where they remain today. Many of the Perth based staff also made the shift to Queensland, and they have provided some extracts from their early scrap books to fill in some early history. Our thanks to Lakota Robins from John Deere Limited (Australia/ New Zealand)'s Marketing and Communications group for organizing this collection and forwarding it to us to include here, and thanks to the Cervus staff for their help and support.

The Evans Family collection of early and unusual pedal power machines was again on display and parade, as were the Shenandoah's Crew with their window rattling display of Confederate Firepower.

This Rally introduced our first Tractor Trek, which was organised by the Harry Ferguson Tractor Club. This event was run on the Friday before the Rally and ran from the Rally Grounds to the Beaufort Goods Shed where Ron and Linda Harris organised morning tea and a tour of the well set up interior. Then it was off to the Marwallok Station Shearing Sheds for Lunch, and, 54 Km later back to the rally Grounds.

For this edition there is a follow up on the Tuxford Story with some pictures of an 1861 Traction Engine in Sweden. This is thought to be the oldest surviving traction engine, although how you confirm this is I am not sure. It is an interesting machine, still owned by the company that acquired it new.

Thanks to Clive Phillips who forwarded the request for Tuxford information from Gert Berntsson in Sweden. Ed.

The February Edition 146 will only be issued in email form (if you would like an email edition please forward your email address, a phone contact and postcode to the editor) . A HD print quality version will be available from the website as usual at:-

www.lakegoldsmithsteamrally.org.au

Thank you Eva's Gallery for many of the action Rally Pictures, if you would like a copy contact the editor

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

Or contact us by email info@lakegoldsmithsteamrally.org.au

Or write to: The Secretary:- P.O. Box 21 Beaufort 3373

Or contact the editor:-goldsmithgazet@optusnet.com.au

To register for this "cost & obligation free" bi-monthly e-magazine

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The John Deere Rally Theme



The Local Home of John Deere in Ballarat



And on the track in the Grand Parade this 8245R made its predecessors seem diminutive with its elevated air conditioned cab.



Inside the Founders Building the Cervus tent had a lot of merchandise on show and for sale, including many models and Toys. Above Jamie Hutchings trains the next generation and on the left the Gator provided by Cervus was a welcome and appreciated asset for the endless errands at the Rally.

Meanwhile some the visiting John Deere Tractors lined up on the arena.



A variety of John Deere Tractors from the 1920's to the 1970's where on show in near sheds, and on the arena.

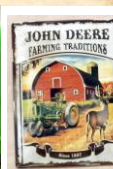
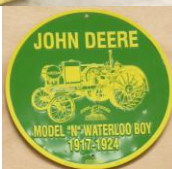


The John Deere Tractors were backed up by a range of other John Deere agricultural products, ground drive, PTO and self-propelled Headers were joined by Chain Saws, Power-Pacs and stationary motors.

On the next page the John Deere Tractors in the Pioneer Shed will round up the coverage of the John Deere equipment that highlighted the Theme for the 110th Lake Goldsmith rally. Thank you to all who displayed these Reminders of our Farming History and the part that John Deere have played in their long history.



The oldest John Deere produced Tractor was John Kirkpatrick's Waterloo Boy which, with its younger siblings is on display in the Pioneer shed. On the right below John starts the engine of this 1929 GP model with the flywheel in the normal way. These Tractors, as with many others in display sheds, rarely leave the shed at Rallies, the problem of finding drivers for the various machines while manning the shed is difficult. One advantage they have is to remain in immaculate condition during their stay at the rally.





Before we sign off on the John Deere highlight of the 110th Rally, this JD 7810 Wolverine Deere 2 Tractor made an impressive sight on the Quadrangle. With over 950 hp on tap this was possibly the most powerful tractor at the Rally although the 3*327 Chev special below may take the honours. Thanks to the Cornfoot Brothers for this extreme John Deere display, and the Chev Special.



Below, Guiberson Diesel radial Stuart tank engine fires up, and this Jeep and Dodge WC52 joined



Trevor Oliver's Chev Blitz "Mobile Workshop" below to add a welcome military vehicle segment.



The Tractor Trek

The other special event this Rally was the Inaugural Lake Goldsmith Tractor Trek which was organised and run by "The Harry Ferguson Tractor Club of Australia". Friday morning saw the starters line up in the



carpark at the Lake Goldsmith Rally grounds. After a pre run brief the Trek got under way and headed North



up Cheeseman's Road over the old channel weir bridge, leaving the Rally ground in the background.



The next stop was the clubs Beaufort Museum at the converted Railway Goods Shed where Ron and Linda Harris had morning tea on the go and a tour of the Museum.



The large parking area surrounding the renovated goods shed make an ideal venue to display vehicles, with good road access from both ends. It is a road and rail focal point between Ballarat and Ararat, and roads from Maryborough and Avoca to Skipton.

The internal display and facilities are ideal for undercover events such as the Inaugural Lake Goldsmith Tractor Trek.

Lunch was a bring your own at the Shearing Shed yard of Marwallok Station and then a Trip back to the rally grounds through Stockyard Hill and then along the South of the Lake.



The Fergusons were joined by Fordson, Chamberlain, Belarus Allis Chalmers and the support vehicles, including “Harris Medium Haulage” from Ballarat. This event went well, and provided a 3 day Rally for those involved. It also allowed the Beaufort Goods Shed to be open for the rally. Thanks to all involved. Ed.

The Main Event 110th Lake Goldsmith Rally Parade



“The Running Deere Event”



Most illusions are said to use smoke and mirrors but with “The Shenandoah’s Crew” on hand, you can make a Tractor vanish with smoke alone. Their well presented enactments add meaning to starting with a bang.



and the “Ruston & Bucyrus Synchronous Steam Shovelers” are working on their act, they are nearly there!



Bikes always seem be first out of the blocks and the visiting John Deere’s were quick to follow.
Some background on John Deere tractor models can be downloaded in Goldsmith No 144 on our website.



This Model 720 and Model 820 in pretty much original condition were the peak of the twin cylinder power.



The John Deere's were followed by International and Massey Ferguson, and this Farmal did a few pirouettes.



This Fordson Major and Massey Harris Sunshine added some colour to follow the green parade.



The Ruston was ready for action and the line-up of Grey Ferguson tractors is on their home ground circuit. This Kubota is an indicator that Japanese Tractors are getting old enough to add a new dimension to our Rallies and encourage a new group of collectors to add variety of name, style and innovative features.



The arena traffic was pretty much a continuous stream and there were still plenty of tractors in waiting.



Diesel Road Rolling, Scobie Bros Foden and Science Works Fowler Ploughing Engine lead the heavy gear



The Super Sentinel the Standard Steam Waggon followed the Clayton & Schuttleworth Wagon and Foden



shown above.



The Steam contingent, well part of it any way, let of steam in the arena. The portable steam engine (below left) looking resplendent in new paint as it hitches a ride behind the Ruston Proctor. This AS International is an



ideal way to get around in comfort, especially at a rally where you can stay overnight and run in a parade.

The Land Rover (below left) once worked at the Sunshine Harvester

factory in Sunshine Victoria, and it is well placed for the 111th Rally in May 2018 which has Fire Appliances and Gear as the highlight event theme. The spectacular Ford Model "T" Runabout was a crowd pleaser with



its wire wheels, bucket seats, spotlight and Aero-screen. It would have looked just as stunning in the 1920's and earlier when these cars were popular with the motor sports enthusiasts of the day.



The Ford EDSEL above is a rare sight anywhere, as are these C1960 Fords seen amongst the car exhibits.

Unfortunately not a lot of these cars get in the Parade and many are only there for one day, so the Saturday and Sunday "Car and Truck Show" can be quite different. Thanks to these visitors for their displays.



These 1920's Buicks are unusual as 3 of them appear to be in original condition after nearly 80 years.



This 1933 SS1 Jaguar is another rare sight, as are the 2 Rolls Royce's seen amongst the car exhibits.



This 1935 Buick is still a stylish Car, and the Renault 750, Chrysler Valiant and Vauxhall Victor are reminders of the days when they were popular during the 1950's & 60's. The Valiant was a top performer in its day,



The Toyota Crown "Royal Saloon" above and the Rover 105 above were comfortable Transport in their day. The restored and unrestored cars were a trip down "Memory Lane" for many visitors to the Rally.

It is good to see how many of these cars have survived in the hands of enthusiasts, and to appreciate the time and effort given to their restoration and maintenance, and their welcome appearance at our steam rally.



The FJ is very similar to the Car I got my licence in. The FB(?) was a popular model and the Willies Rag top and Jeepster were a lot rarer, as was the Inter ASC 160 below left, I do not remember seeing another one, although that probably says something about my memory. The Perkins powered C line Inter is well set up for



travel it is good to see the once common Routes Group Commer. The Chev trucks above and early 50's Chev ute below left, contrasted with the style of the Citroen & massive brightly coloured 50's Hudson Wasp Sedan.



A very welcome surprise was a visit by this 1906 White steam car from South Australia which was on show in John Kirkpatrick's Pioneer Shed. The car was driven silently around the Rally Grounds by the owner.



1921 Oldsmobile, Ford Model A and 1925 Essex cars plus Inter, Diamond-Reo, Chamberlain and Oshkosh



An early Triumph motor bike, some Saturday night action and this unusual portable "THE ANGUS" engine'



Bicycles for 2 really seem to bring a smile, even for those who are just making do.



Portable Engine, Chain Saw collection and “Mums bike” all set up for shopping. Cameron’s store opens for



delivery. The Ferguson Clubs restored Vanguard Panel van is on show. Just 3 wheels & a car with a front door



The Ferguson Heritage completed their shed extension, and a bus trip to anywhere is the theme above. There is a lot of transport nostalgia on view in this well laid out display, don't miss it at the next Rally in May 2018!



Warren Harris takes 5 in the Tangye shed, while Ron & Linda Harris set up to “camp in” in comfort.



Jaques Corner sets up for action, while the crew at the Caterpillar shed carry out some emergency repairs.



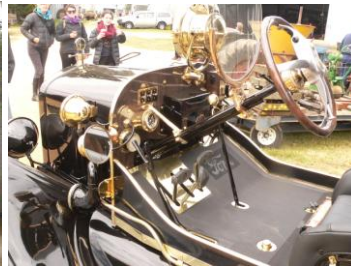
The Caterpillar shed is now up and running, and it seems it have an appeal to all ages, the action is outside.



This R5 is ready for the showroom, while these cut sheet metal signs will still work when the paint fades.



This Willys 77 was once a common sight, and the Williams Family Cable Tram has shifted and the fret work timber models have a more accessible display. The 1928 Swiss Simar rotary hoe shows its offset control.



The dam gets a good hose down, the Ford T runabout Dashboard, and the White steamer headlight.



Looking South past the Tangye shed above, and the Band plays on in the Marquee below left.



Below the Grand Parade is in full swing with Pres. Trevor Oliver highlighting features of the passing parade.



The horizon is a mass of historic machinery that makes an incredible sight.



**Good weather, plenty of action and a great crowd of visitors made the 110th Rally Nov 2017 a day to remember. For those who missed this rally, the next rally in May 2018 is not too far away, and there will be plenty to see with Fire appliances, and anything to do with firefighting as the theme for the event. There are a lot of retired fire appliances in secondary rolls and in various collections. They are all welcome in May 5 & 6
Make it a great day in May**

The Post Rally Car Meet

“He went for a drive, and he made a start,
which should have been made last week,
for the old horse died of a broken heart;
so he footed it back and he dragged the cart-
but the horse was all right last week,
They said.
He trotted a match last week.”

A.B.(Banjo) Paterson. From “Last Week”

What a colourful sight these Veteran cars made in the Lake Goldsmith Quadrangle on the week end following the rally! It is unfortunate that the Veteran Vehicle run from Melbourne through the Western District missed our rally by a week. However we were fortunate to have so many Veteran cars from Ballarat at the Rally.

There are not many locations where Steam Road Vehicles and Traction Engines can appear with their petrol powered contemporaries. Maybe one day they will all appear in a grand parade and provide the visitors with a spectacular nostalgic sight of Powered Road Transport in the days when the horse was still King.

Either way it was great to see such a fantastic sight at Lake Goldsmith, and thanks to those who made the trip. and to those who were able to attend and open their sheds so soon after the rally.



Cadillac, FN, Ford, Vauxhall, Essex, White, and Renault were among the cars spotted in these pictures.



Chamberlain-John Deere

Lakota Robins, from John Deere's Marketing and Communication group at their headquarters in Queensland, approached some long term colleagues who had worked for Chamberlain/John Deere when the headquarters was in Perth. Amazingly they produced some 30+ year old Media records made about the time that John Deere moved from the role of a major shareholder to owner of the entire of the Chamberlain tractor enterprise, after local shareholders deserted the company during the drought inspired business downturn.



Mr JIM HORWOOD, chairman

Mr PETER GRIFFITHS, managing director

Tractor group set for big sales thrust

By IAN PERKIN

CHAMBERLAIN Holdings Ltd — already a market leader in agricultural tractors — is preparing for a major assault on the wider farm and industrial machinery market in Australia.

The Perth-based machinery maker has the backing of its major shareholder, Deere and Co of the US, which holds a 49 per cent stake. At the same time, the group has set itself specific profit targets and is examining possible future benefits to shareholders in an effort to lift its sharemarket standing.

It is substantially re-entering the export market for farm implements and is expected this week to announce a major Middle Eastern order.

These were the major points emerging from a special meeting of Chamberlain and Deere and Co executives from the US in Perth at the weekend.

They included the world vice president and treasurer of Deere, Mr Gene Schotanus, Chamberlain chairman, Mr Jim Horwood, vice chairman, Mr Harry Kitson, managing director, Mr Peter Griffiths, deputy managing director, Mr John Kinney, and outside director, Mr Michael Gregg.

Aware of the company's low market profile — and hence, under-rated share price on local sharemarkets — Chamberlain directors took a party of 30 stockbrokers and institutional investors to Perth at the weekend to view the group's operations.

Their aim? To encourage greater interest in the company's shares among Eastern States' investors and to attract a better market rating.

By the end of the tour, most of the brokers and institutional advisers were convinced of the group's strengths, both financially and as a market force.

But they also saw market problems:

- THE shortage of Chamberlain scrip — there are only 13.8 million shares on issue and 6.76 million of these are held by Deere and Co.
- THE company's poor dividend record — its payout ratio has averaged 27.5 per cent of profits over the last 10 years compared with an average for local companies of 50 per cent.
- THE vital contribution of the Federal Government's tractor bounty to the group profits.

During the visit, Chamberlain and Deere executives set about changing attitudes to these problems. To a large extent they succeeded, mainly because the company does have real strengths.

It is unique among Australian farm machinery makers in its relationship with its major shareholder, Deere, the biggest farm machinery maker in the world.

Not only does Deere hold 49 per cent of Chamberlain Holdings, but together the two companies run the major Chamberlain John Deere Pty Ltd subsidiary.

There is also a sharp division between sales of Chamberlain products and products with the John Deere label, which are mainly imported unassembled from Deere plants overseas.

Chamberlain is also virtually unique among local agricultural machinery makers because it has maintained its profitable run over recent years, despite the vicissitudes of the agricultural market.

It is now indisputably the market leader in tractors with 21 per cent of the market, compared with Massey Ferguson's 15.3 per cent, International Harvester's 13.8 per cent and Ford's 12.4 per cent.

Others in the market are Fiat with 8.8 per cent, David Brown Case with 7.6 per cent, Deutz with 4.8 per cent, Leyland with 3.6 per cent and other smaller makers and importers with a combined 12.7 per cent.

Chamberlain's position is even more significant when the competitive nature of the tractor market is considered — there are 43 companies in the Australian market producing about 300 models.

Moreover, four of Chamberlain's own models are in the top 10 — the 4080 is No 1 seller, the 3380 is No 7, the 4480 No 8 and the 4280 No 10 — and each dominates its particular power sector of the market.

The group is also strong in farm implements and has an average 18.4 per cent of the industrial machinery markets in which it competes.

Since the merger of Chamberlain's operations with those of John Deere in 1970, sales of the group have risen from \$13.85 million to \$135.5 million, with the fastest growth coming from the Deere range.

While sales of Chamberlain products have risen from \$10.4 million to \$44.06 million over the same period, sales of John Deere products have soared from \$3.45 million to \$91.44 million.

Illustrating the company's conservative dividend policy (funds have substantially been retained in the company to finance growth), reserves of the group have risen from 64c to \$2.34 a share over the 10-year period, and only a small amount of this has come from asset revaluations and share issues.

Furthermore, asset backing for the shares has risen from \$1.27 to \$2.84 over the same period — far above the market price of \$1.15 a share.

Profit after tax is now running at more than \$4.4 million a year compared with \$320,000 in 1971.

Last year John Deere sales accounted for 67.5 per cent of total sales and Chamberlain the remaining 32.5 per cent.

Of the total sales, 72 per cent were still in the agricultural field, 16.1 per cent in the industrial field and 11.9 per cent in parts and accessories.

But the latter categories are growing rapidly. In an effort to further build up sales, the company has launched a program to widen its penetration of agricultural markets and is building up the industrial side of its business.

It is also trying to get a higher return on funds employed and is aiming at 17 per cent.

As the current earnings figure is 10.2 per cent on funds employed it has a task ahead of it.

But the group is becoming more cost efficient and now has a \$10 million program to update its major Perth plant.

On the left is an extract from the Countryman on 23 10 1986, which also gives a break up of market share by maker at the time.

These attachments have been taken from scans of the original print, hopefully my attempts to clean up the image has helped. If any dedicated Chamberlain/ John Deere reader is interested I can forward a jpg image.



● BOB Hathway with the Super 70 Chamberlain that has more than 27,000 hours on the clock — and still running like the day it was bought.

He likes his Super 70

"Yep, I suppose this old tractor is the one that made me in the game," says Kalannie farmer, Bob Hathway.

He was affectionately referring to his Chamberlain Super 70, the 1956-manufactured tractor that has seen 27,000 hours since new on the Hathway's Lockland Park property.

The tractor doesn't play a big role today in a 3000ha cropping pro-

gramme, although it still helps out by dragging pieces of equipment here and there.

Mr Hathway likes the thought of having it around just the same and has refused to even consider selling it.

"I did the first 8000 hours on that tractor myself," he said.

"In those days it was the machine to have. It made a lot of people in this district. I recall it

cost 2800 pounds then, certainly a lot less than the \$100,000 or so for tractors these days.

"I guess this old girl has ripped up and put in more than 120,000 acres in her lifetime. The tractors of today are certainly nothing on these," he mused.

Despite its 27,000 hours, Mr Hathway said the engine had only been rebuilt three times.

"Basically it has been a most reliable machine."

The date of the above report from a satisfied reader missed the date, but from others on the same sheet it seems likely that is mid 1980's

120 000 acres seems like a fair effort for a 1956 Tractor, the driver has spent a long time in the seat during its 30 odd years working life.

As losses forced tractor maker Chamberlain into the arms of its US partner, Ron Brierley took a bath.

Deere's embattled rescue mission

By John McIlwraith

The rural recession has caused the demise of an historic Australian company, and the quiet ascendency of its American partner.

The Chamberlain tractor complex in Perth, which at its birth as a munitions factory in World War II was widely hailed as the start of an industrial renaissance, has fallen to its benevolent major participant, Deere & Co.

Chamberlain John Deere lost \$13.7 million in the nine months to the end of March, and this huge loss required a rights issue which inevitably led to Deere gaining almost the entire shareholding.

A side-effect, which has been largely overlooked, is a possible loss of millions of dollars for Ron Brierley's Industrial Equity Ltd.

Brierley chose to bail out of Chamberlain Holdings (which owns Chamberlain John Deere) when the rights issue was made three months ago, after he had acquired a 21 per cent interest at considerable cost.

But to take up the new shares would have added \$12 million to an investment which has little to recommend it in the short or even medium term.

If the passing of this old Australian company to complete American control seems sad, it is preferable to closure.

Deere & Co, the American farm implement giant, underwrote the issue in April which raised \$58 million, an offer of 21-for-1.

The great injection of capital, increasing its issued funds by more than eight times, was too much for most of the Australian shareholders.

Very few took up the offer, and the company now has 94 per cent of Chamberlain John Deere's shares.

Before the issue, the Americans held 49 per cent, and were easily the biggest shareholders.

Because of the nature of the issue, the transfer comfortably overcame the hurdles of the Foreign Investment Review Board, the National Companies and Securities Commission, stock exchange and court approvals.

Rural recession had taken an enormous

hit, and it was a relief to see it in 1985, when Deere & Co. became involved in the West Australian company.

At that time, drought and low wheat prices had brought the company close to collapse, and it was only the intervention of Deere that kept it afloat.

Some very good years followed but the recent rural recession made the second stage of Deere's takeover a welcome inevitability.

It would be easy to slip into the stereotype of the wicked multinational preying on a little Aussie battler. In fact, by all accounts, Deere has shown a loyalty to its sickly Australian subsidiary far beyond normal corporate good sense.

The market is still awaiting Chamberlain John Deere's final results.

It is understood, however, that the figures for the final quarter are at least as bad as for the first nine months and there is no sign of an improvement in the farm tractor and implement market. If anything, it has become worse.

Chamberlain John Deere may arrest its decline because it has been vigorously reducing its inventories and, in turn, its crippling interest bill.

It is also bravely trying to diversify into non-farm areas, picking up contracts for specialised engineering work.

This probably accounts for about 10 per cent of its sales, not enough to make a big difference to its losses, but at least an encouraging trend.

Chamberlain John Deere has gambled on an ultimate recovery in the overcrowded Australian tractor market by sharply shaving profit margins.

Thus it finished up with more than a

Australian Business
27/8/1986

The above feature from Australian Business 27/8/86 makes an interesting read

and highlights the difficulties of manufacturing products for a local rural market when the sector is depressed.

CHAMBERLAIN CRASHES

By ANGUS MACMILLAN

BELEAGUERED farm equipment supplier Chamberlain Holdings crashed to a \$23.4 million loss in the year to June and expects to be in the red for some time.

In the worst 12 months of its history, the group suffered a \$27m. turnaround from its \$3m. profit in 1984-85, more than \$17m. of the loss coming in the second half.

Chamberlain blamed the sudden fall in demand for agricultural equipment, especially tractors. Total sales plummeted from \$209m. to \$109m. and net tangible asset backing slid from \$1.99c a share to 15c.

According to chairman James Horwood, farm tractor sales decreased by 40 per cent, combine harvester sales by 64 per cent and the slump in demand for other equipment was even greater.

In April, Chamberlain made a highly unusual 21-for-one rights issue at a discounted price of 20c a share (30c below par) to increase its number of shares by 289m, worth \$58m.

The new shares were not reflected in the year under review, but will mean that in the current year, Chamberlain will have more than 300m. issued shares against 13.8m. previously.

Giant U.S. agricultural firm John Deere and Co. underwrote

the issue and ended up taking almost all of the new shares.

Deere almost doubled its stake from 49 per cent to 95.8 per cent of the company and, according to Mr Horwood, demonstrated its willingness to make a long-term commitment to Chamberlain's future in Australia and New Zealand.

He said he believed adverse market conditions would continue for at least the next two years, during which time an extensive cost-cutting programme would be undertaken.

Excess stocks would be offloaded to reduce interest burdens and overheads trimmed, but it was unlikely that this pruning would bear fruit quickly enough to avert a loss in 1986-87.

WEST AUSTRALIAN 25.9.86

Deere paying out \$56.8m.

THE big U.S. agricultural equipment manufacturer Deere and Co has paid \$56.8 million to keep the beleaguered WA farm equipment manufacturer Chamberlain Holdings Ltd afloat.

Deere was underwriter of Chamberlain's recent massive 21-for-one rights issue, which was designed to raise \$58 million.

But the issue did not capture the imagination

or the funds of local shareholders who injected only about \$2m., leaving Deere to outlay the remaining funds for 284m. shares.

The move takes Deere's stake in Chamberlain from 49.02 per cent to 95.79 per cent.

The rights issue, issued two weeks ago, amid speculation that Deere would be on to contribute a majority of the funds, Chamberlain remained tight-lipped about the result, but Deere's announcement clarified the level of local response to the issue.

Chamberlain has suffered the past few years as the rural crisis has escalated.

WEST AUSTRALIAN 1.8.86

-Parts on sale-

CHAMBERLAIN John Deere is offering price reductions on a wide range of parts including belts, chains, knife sections, fingers, concaves, rasp bars, bearings and sprockets, filters and lubricants.

Parts sales manager Bob Millar advised farmers to plan ahead through their local dealer and buy parts now.

Country dealers also were feeling the pinch. "In an effort to cut costs many dealers have reduced the amount of spare parts on their shelves," Mr Millar said.

"This makes it important for farmers to stock up their workshops before this year's harvest.

"If a part breaks down during the harvest there is less chance than in previous years of the farmer finding the part at his local dealership."

WESTERN FARMER 18.9.86

US giant moves on Chamberlain

CONTROL of WA's biggest manufacturer, Chamberlain Holdings Ltd, is on the verge of passing to giant American company Deere and Co after a major shortfall in a new share issue.

Details of Deere's exact position in Chamberlain have not been released but it seems likely the US company now owns more than 90 per cent.

The sudden increase from a previous 49 per cent stake is the result of Deere agreeing to underwrite Chamberlain's massive 21-for-one rights issue.

That issue was made to inject a desperately needed \$58 million into Cham-

By TIM TREADGOLD

berlain which has traded disastrously over the past four years, losing more than \$40 million because of drought-depressed tractor sales.

But the cost of taking up the new shares has proved too high for most small shareholders in Chamberlain, leaving Deere, as underwriter, with the job of providing most of the \$58 million and, in turn, acquiring most of the new shares being issued.

A spokesman for Chamberlain confirmed that the rights issue had closed this week but a secrecy clause in the

underwriting agreement prevented him from commenting on the result.

A statement would be made to the Perth Stock Exchange at the end of the month, he said.

However, Perth stockbrokers said it was certain that very few Chamberlain shareholders, other than Deere, would have outlasted the 20¢ for each new share because of the company's appalling performance which has been getting worse.

Approval

In the nine months to March, Chamberlain incurred a loss of \$13.7 million with indications that the final quarter of the year was even worse and the net tangible asset backing a share had dropped as low as 7¢.

The Chamberlain spokesman also confirmed that Deere had received approval from the Foreign Investment Review Board to increase its holding in the WA company should there be a shortfall in the rights issue.

Under the terms of that issue, it was theoretically possible for Deere to lift its stake in Chamberlain to 98 per cent, should no other shareholder subscribe for new shares.

A BRIEF HISTORY OF CHAMBERLAIN JOHN DEERE PTY. LTD.
AS AT JAN., 1980

THE CHAMBERLAIN STORY BEGAN AT WELSHPOOL IN WESTERN AUSTRALIA SHORTLY AFTER WORLD WAR II WHEN THE CHAMBERLAIN FAMILY SET UP TO MANUFACTURE AND MARKET AGRICULTURAL TRACTORS AND IMPLEMENTS.

MR. A.W. CHAMBERLAIN AND HIS TWO SONS, WERE OPERATING AT THE TIME A HIGHLY SUCCESSFUL ENGINEERING BUSINESS IN MELBOURNE, BUT HAD LONG DREAMED OF PRODUCING A TRACTOR ENTIRELY SUITABLE FOR THE REQUIREMENTS OF AUSTRALIAN FARMERS WITH THEIR LARGE LAND HOLDINGS.

AT THE END OF THE WAR, A LARGE MUNITIONS FACTORY SITUATED AT WELSHPOOL BECAME AVAILABLE FOR USE BY PRIVATE INDUSTRY, AND WHEN THE GOVERNMENT OF THE DAY OFFERED THE USE OF IT TO THE CHAMBERLAIN FAMILY, ON ATTRACTIVE FINANCIAL TERMS, THEY EAGERLY ACCEPTED, AND IN 1949 THE FIRST CHAMBERLAIN TRACTORS ROLLED OFF THE ASSEMBLY LINE AT WELSHPOOL.

THE FIRST CHAMBERLAIN TRACTORS PRODUCED WERE 40K MODELS OF 40 H.P. AND WERE POWERED BY TWIN CYLINDER, HORIZONTALLY OPPOSED ENGINES. THEY WEIGHED APPROXIMATELY FOUR TONS AND WERE IDEALLY SUITED TO THE REQUIREMENTS OF AUSTRALIAN FARMERS OF THAT ERA. AS THE DEMAND OF HORSEPOWER AND WEIGHT INCREASED OVER THE YEARS, SO CHAMBERLAIN TRACTOR MODELS BECAME MORE POWERFUL AND HEAVIER. THE FIRST TRACTORS QUICKLY WON WIDE ACCEPTANCE BY AUSTRALIAN FARMERS AND THE

THE WESTERN FARMER 20-7-86

PRODUCTS OF THE COMPANY TODAY OCCUPY A PRE-EMINENT POSITION IN THE HORSEPOWER CATEGORIES IN WHICH THEY ARE REPRESENTED.

IN 1952 IMPLEMENT PRODUCTION COMMENCED WITH THE INTRODUCTION OF THE ALL-WELDED CHAMBERLAIN SCARIFIER, FOLLOWED A YEAR LATER BY THE FIRST CHAMBERLAIN DISC PLOW, A REVOLUTIONARY IMPLEMENT AND ONE WHICH EVEN AT THAT TIME, FORESHADOWED THE DESIGN OF SINGLE DISC SEALED ROLLER BEARING PLOWS WHICH WERE TO BECOME UNIVERSAL IN AUSTRALIA.

THE ORIGINAL KEROSENE MODELS WERE INCREASED IN SIZE AND HORSEPOWER AND EVENTUALLY GAVE WAY TO DIESEL POWER IN LINE WITH THE DEMANDS OF THE AUSTRALIAN FARMER FOR GREATER ECONOMY, AND IT WAS DURING THIS PERIOD THAT THE ORIGINAL 600 AND SUPER 70 MODELS WERE DEVELOPED, AND THESE, ALONG WITH THE LATER SUPER 90, FURTHER STRENGTHENED THE CHAMBERLAIN REPUTATION FOR HEAVY, NO-NONSENSE EQUIPMENT CAPABLE OF DOING AN HONEST DAY'S WORK YEAR IN YEAR OUT.

IN 1956, THE DECISION WAS TAKEN TO DEVELOP AN INDUSTRIAL TRACTOR RANGE WHICH OFFERED INDUSTRIAL CUSTOMERS AND ORIGINAL EQUIPMENT MANUFACTURERS FEATURES THEN UNAVAILABLE ON THE MODIFIED AGRICULTURAL TRACTORS.

AS THE COMPANY CONTINUED TO EXPAND, IT BECAME EVIDENT THAT FURTHER NECESSARY AND DESIRABLE EXPANSION WOULD CALL FOR SUBSTANTIAL CAPITAL EXPENDITURE WHICH WAS NOT AVAILABLE FROM THE RESOURCES OF THE ORIGINAL COMPANY, THE STATE

GOVERNMENT OF WESTERN AUSTRALIA, HAD ALSO BECOME INVOLVED IN THE FINANCIAL STRUCTURE OF CHAMBERLAIN INDUSTRIES PTY. LTD. AND HAD HELPED THE COMPANY THROUGH ITS CRITICAL ESTABLISHMENT PERIOD, HAD DECIDED IN ACCORDANCE WITH ITS POLICY OF WITHDRAWING FROM BUSINESS ENTERPRISE, THAT THE FUTURE GROWTH OF THE ORGANISATION SHOULD BE UNDERTAKEN BY A PUBLIC COMPANY IN WHICH AUSTRALIAN INVESTORS WOULD HAVE THE OPPORTUNITY OF SUBSCRIBING THE MAJOR PART OF THE ISSUED CAPITAL.

CHAMBERLAIN HOLDINGS LTD. WAS FORMED IN 1952 AND ITS SUBSIDIARY, CHAMBERLAIN INDUSTRIES PTY. LTD., HAD CONTINUED TO WIN FOR ITSELF AN INCREASING SHARE OF THE AVAILABLE MARKET SINCE THAT DATE.

CHAMBERLAIN DISC PLOWS AND SCARIFIERS HAVE BEEN STEADILY DEVELOPED AND IMPROVED AND TODAY COMMAND WIDE ACCEPTANCE IN ALL FARMING AREAS OF AUSTRALIA AND ALONG WITH THE TRACTOR MODELS HAVE WON ACCLAM IN MANY EXPORT MARKETS, RESULTING IN THE COMPANY'S WINNING OF THE COMMONWEALTH GOVERNMENT'S EXPORT AWARD IN 1964.

THE CHAMBERLAIN DEALER ORGANISATION HAS MATCHED THE GROWTH OF THE COMPANY AND TODAY STANDS AT 180 IN AUSTRALIA, 34 IN SOUTH AUSTRALIA AND IS WILLING AND ABLE TO PROVIDE ALL CHAMBERLAIN OWNERS WITH "OFF THE SHELF" PARTS SUPPLY AND A HIGH LEVEL OF COMPANY TRAINED SERVICE.

TO MEET THE RAPIDLY INCREASING DEMANDS FOR THE COMPANY'S

PRODUCTS, A COMPREHENSIVE PLAN FOR EXPANDING AND RE-EQUIPPING THE WELSHPOOL FACTORY WITH THE MOST UP TO DATE MACHINE TOOLS AND EQUIPMENT AVAILABLE HAS BEEN PROGRESSIVELY IMPLEMENTED SINCE 1951.

THE NAME OF JOHN DEERE SURELY NEEDS NO INTRODUCTION IN RURAL COMMUNITIES. IN 1825, JOHN DEERE BEGAN HIS CAREER AS A TRAVELLING BLACKSMITH AND SOON GAINED CONSIDERABLE FAME FOR HIS CAREFUL WORKMANSHIP AND INGENUITY.

THE FIRST JOHN DEERE FACTORY WAS OPENED IN MOLINE, ILLINOIS IN 1847. HISTORY ITSELF TELLS OF THE GROWTH OF DEERE & CO. SINCE 1955, THE JOHN DEERE ORGANISATION HAS EXPERIENCED ONE OF ITS GREATEST PERIODS OF GROWTH. THE COMPANY HAD ESTABLISHED MANUFACTURING AND MARKETING OPERATIONS THROUGHOUT THE FREE WORLD. IT HAS BECOME THE LEADING PRODUCER OF FARM MACHINERY IN THE WORLD AND HAS BECOME A MAJOR PRODUCER OF INDUSTRIAL TRACTORS AND EQUIPMENT, AND OF LAWN AND GARDEN TRACTORS AND ATTACHMENTS.

1960 SAW THE PASSING OF THE ERA OF THE "TWIN-CYLINDER" ENGINE TRACTOR AND THE INTRODUCTION OF THE "NEW GENERATION" TRACTORS FEATURING MULTI-CYLINDER ENGINES, SYNCHRONOUS-MESH TRANSMISSION FOLLOWED LATER BY POWER-SHIFT TRANSMISSION, CLOSED-CENTRE HYDRAULICS AND POWER OPERATED NET DISC BRAKES; CONCEPTS COMPLETELY NEW TO AGRICULTURAL MACHINERY.

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ARRANGEMENT STILL STANDS TODAY.

THE YEAR BEFORE THE MERGER CHAMBERLAIN LOST \$3/4 MILLION, JOHN DEERE \$1 MILLION. IN THE FIRST YEAR OF OPERATION, CHAMBERLAIN JOHN DEERE SHOWED A PROFIT OF \$3/4 MILLION.

CHAMBERLAIN JOHN DEERE PTY. LTD. NOW HAS ALL THE BENEFITS, KNOWLEDGE AND ADVANTAGES OF A LARGE WORLD-WIDE COMPANY AT ITS FINGERTIPS.

THREE YEARS AGO, THE COMPANY TOOK MARKET LEADERSHIP FROM INTERNATIONAL HARVESTER AND HAS HELD IT EVER SINCE.

DURING LATE AUGUST 1979, THE DIRECTORS OF CHAMBERLAIN JOHN DEERE PTY. LTD. ANNOUNCED APPROVAL OF A MASSIVE REORGANISATION AND IMPROVEMENT PROGRAMME FOR VARIOUS SECTIONS OF THE COMPANY'S COMPLEX IN WELSHPOOL.

FOUNDRY, FABRICATION, SPARE PARTS AND ADMINISTRATION OFFICES ARE ALL BEING EXTENSIVELY MODIFIED AND IMPROVED - AND IN SOME CASES BEING COMPLETELY REBUILT. WORK HAS ALREADY COMMENCED ON THE \$3.6 MILLION FOUNDRY PROGRAMME, AND THE CONSTRUCTION OF THE NEW ADMINISTRATION CENTRE REPRESENTS AN INVESTMENT OF SOME \$2.2 MILLION.

THE ARCHITECTURAL DESIGN AND STYLE OF THIS BUILDING WILL BE SUCH THAT IT WILL REFLECT THE COMPANY'S BACKGROUND AND ORIGINS, AND ITS DEEP INVOLVEMENT AND COMMITMENT TO RURAL AUSTRALIA.

THE OVERALL FACTORY IMPROVEMENT PLAN ENTAILS AN EXPENDITURE OF \$10 MILLION AND THE \$2.2 MILLION ADMINISTRATION CENTRE IS IN ADDITION TO THIS, MAKING AN ALL UP INVESTMENT OF OVER \$12 MILLION IN THE WELSHPOOL SIT.

CHAMBERLAIN EQUIPMENT IS NO NEW COMER TO THE WORLD EXPORT MARKETS.

OVER THE PAST 20 YEARS, CHAMBERLAIN TRACTORS OF VARYING SIZES AND CONFIGURATIONS HAVE BEEN SOLD IN LIBYA, SRI LANKA, PHILIPPINES, URUGUAY, TAIWAN AND CHINA. CHAMBERLAIN TILLAGE EQUIPMENT HAS BEEN IN OPERATION IN NIGERIA AND LIBYA FOR MANY YEARS.

THE MACHINERY IS STRONG, RELIABLE, STURDY AND YET SOPHISTICATED AND TECHNOLOGICALLY ADVANCED ENOUGH TO PROVIDE FARMERS WITH THE MOST UP TO DATE EQUIPMENT TO PERFORM THEIR TASKS.

The above 7 scans, which were supplied by John Deere, summarise the history of the Chamberlain John Deere transition period. Thank you to all involved. Ed.



Colac & District P & A Society

10th

HERITAGE FESTIVAL

3th & 4th February 2018

9am – 4pm

Colac Show Grounds.

Great family day out, free children's activities
Catering on site

Featuring

International Tractors/Trucks & Harvest
Equipment
Howard Tractors, Garden/ horticultural
Chainsaws Lawnmowers



- Meccano display • Cars • Crafts • Working Horses
- Motor cycles • Donkeys • Trucks • Small Engines

• Vintage Classic Tractor Pull - \$5 fee for each tractor pull competitor
Exhibitors in all categories most welcome. NHMA affiliated

Adults \$10 • concession \$8 • Child U16 Free • 2 day pass \$15
Exhibitors Free

Further information needed? Please contact:

- Small Engines – David Pope (03)52351268
- Tractor Pull – Stuart Robb (03)52353322
- Featuring display – Lindsay Hester 0408 311442
- Cars – Tony Steel (03)52313083

Camping Available on site @ show grounds.
Central Caravan Park: (03)52313586



When planning your trip with us, check the internet or
tourist bodies for info about where you might like to go or
what to see during your free time in Hobart.

Thursday 15th March DAY 6 Hobart with options
Breakfast at the Ibis. This is a free day and night. **Option
available. Must be selected when booking: (\$80 pp)**
Trip to Ida Bay Railway (includes lunch) & Hastings Caves.

Free Night... go out to dinner? There are lots of eating
places within walking distance



Friday 16th March DAY 7—Hobart free day & night.
0800 After breakfast the day can be whatever you want.
You might like to have a look at Richmond and Tony could
take you via a guided look at the old Sorell Railway. You
would still have your free day, buy own lunch, etc. but the
coach travel is covered. Some might like to go to MONA or
other museums.

Tony will be advising you prior to the day on your options
and when/where he'll pick you up to go to the next stop,
below.

1445 - 1645 Tasmanian Transport Museum at Glenorchy.
The museum exhibits include railway locomotives, railmotors,
carriages and wagons, trams, trolley buses, motor buses,
stationary steam engines and many other items of historical
interest. There is also a display of historical photographs and
other small objects. Includes steam train ride.



Return to Ibis Hotel 1700. Free Night
go out to dinner? There are lots of eating places within
walking distance.

VINTAGE TALBOT ENGINE RESTORERS GROUP

19th Annual Vintage Engine & Machinery Rally

Commemorating

100 YEARS OF RUSTON HORNSBY

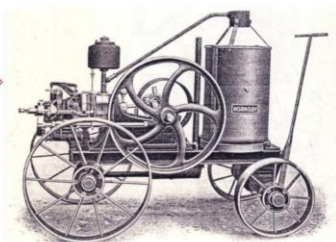
17th & 18th March, 2018

Featuring:
all things

HORNSBY

Entry By Gold Coin

Located at: Talbot Football/Netball
Grounds



Other Attractions:

- Pump Demonstrations.
- Working oil engines.
- 32 Volt lighting plants.
- Old world displays.
- Displays of memorabilia.
- Vintage cars & Motorcycles most welcome.
- Free onsite camping for exhibitors.
- Free Saturday evening meal for exhibitors.
- Award winning Farmers Market on Sunday.

Enquires: Leanne (03) 54632114
talbotengineclub@gmail.com



Find us on Facebook

Saturday 17th March DAY 7 Hobart - Launceston

0800 after Bfast depart Hobart for Launceston
via colonial towns en route. 1100 Check into Commo-
dore Regent Hotel then free time in City (buy own lunch)
plus Queen Victoria Museum and Launceston Tramway
Museum. Return to Hotel for End of Tour Gala Dinner at
1900. Note breakfast next morning is included.



FOR MORE INFO

tours.greattrailexperiences Tasmania.com.au
Where you can book online.
CALL or TEXT 0458 190 591 FOR MORE INFO

COPY AND PASTE THIS BOX WITH INFO FILLED IN.

AND POST WITH A CHEQUE to
GRET TOUR 2018 PO Box 143 Sheffield 7306
COST OF TOUR: \$3200 pp

Bookings EXTENDED to 6th JAN 2018
Min 50% with booking.

Please provide following details:

NB. Option below is extra & payable with balance
FULL BALANCE DUE COB 16th JAN 2018.

Number of People booking for Tour :

Number booking for option - insert below please

.....L. Hastings Caves/Ida Bay Railway Thurs. 15 March

Name/s

Phone:

Address:

Email if available

GREAT RAIL EXPERIENCES TASMANIA TOUR 2018



**ATTENTION: Enthusiasts of Steam and
Rail and everyone interested in Australia's
fascinating Railway, Agricultural &
Industrial Heritage.**

COME SEE IT ALL IN TASSIE!

For the 6th year, the Tasmanian Assoc. of
Tourist Railways is proud to present our 2018 tour
that will introduce you to Tasmania's history and
heritage. In a comfortable coach you will travel
through some of the country's most beautiful
scenery while being entertained by coach captain
Tony Coen's in-depth know-how as you visit
every tourist railway in the state and more.

Experience agricultural and steam history in
action at SteamFest, wilderness with history on
the West Coast Wilderness railway, visit iconic
attractions in country towns and cities, as well as
enjoying some of Tasmania's famed fresh foods
and beverages.

Our tour groups are small enough to allow a
friendly relaxed atmosphere. Fellow passengers
will have the same interests as you and as on
previous tours, you could make some new lifelong
friends during the tour's journey.



STEAMFEST SHEFFIELD

Food and Craft Stalls
Bands & Entertainment
Tractor Pulling
Heritage Displays
Fun for the Whole Family

MARCH LONG WEEKEND

Steam Train Rides
first weekend
of every month!



www.steamfesttasmania.org.au

NATIONAL STEAM CENTRE 50TH SCORESBY STEAMFEST 1200 FERNTREE GULLY ROAD SCORESBY 10, 11 & 12 MARCH 2018

Gates open 10am - 5pm

Adults \$15 Children \$5 Family \$35



PRESENTED BY THE
MELBOURNE STEAM TRACTION ENGINE CLUB



**LOCKINGTON & DISTRICT LIVING
HERITAGE COMPLEX INC.**
**21st ANNUAL VINTAGE TRACTOR &
MACHINERY RALLY**
21 & 22 APRIL, 2018

COME AND HELP US CELEBRATE OUR 21st RALLY

Displays of working Vintage Tractors,
Stationary Engines,
Steam Engines, Trucks,
Motorcycles, Cars, Farm Machinery,
Your Pride and Joys, etc.

**Proof of Insurance, regardless with whom,
must be shown or entry could be denied.**

Saturday:
10.00am - 4.00pm

Sunday:
9.00am - 4.00pm

Entry fee per person: \$5
Primary aged children free
(when accompanied by an adult.)
Free entry for Exhibitors

Camping, Showering & Toilet Facilities available on site.
(Dogs on leash only on rally property please).

Contacts:

Joe Chappel (Pres.) 5486 2226
Fenton Phillips 0428 882 215
OR
Email: Beryl Marshall
lbmarshall@bigpond.com

**LOCKINGTON & DISTRICT LIVING
HERITAGE COMPLEX INC.**
2-10 Market Street
LOCKINGTON, VIC., 3563
Phone/Fax: 03 5486 2515
Website - lockingtonvic.com.au



Lake Goldsmith 111th Rally
May 5 & 6 2018

Fire Fighting Appliances & Gear

By “organised coincidence” it is the 100th Anniversary of organised
 Fire Fighting at Lake Goldsmith
 Any local firefighting history and gear is welcome.



Stars of Sandstone 2017



Geoff Hamilton took a break in 2017 and headed off to South Africa with Warwick Bryce to volunteer at the 2017 Stars of Sandstone.

We are used to seeing Geoff on the Scienceworks Fowler Engine at Lake Goldsmith Rallies. At Sandstone he was able to put in time on the footplate of some 2' gauge Steam Locomotives on the Scenic 26KM track.

Download Wisp of steam No 559 at www.melbournsteam.com.au for some more info on this trip and an insight into Steam Locomotive preservation in South Africa.

Go to www.sandstone-estates.com/ for 2018 visits & the 2019 "Stars of Sandstone" week long event.

These events at Sandstone Estates are a world class display of Heritage rail in a scenic area of South Africa set in the environment of a working farm Just as impressive are the rural, Military and industrial exhibitions.

EARLY HISTORY OF THE SCHOOL LAKE GOLDSMITH

Until the year 1862 land surrounding Lake Goldsmith (correctly Goldsmidt) named after one of the earliest holders of the Trawalla Estate , was occupied by the holders of Crown Land leases; Russell, Mawallock on the west, Adams ,St Enochs on the South; Faris, Lillerie on the east,; Simpson, Trawalla ,previously Goldsmith on the north.

On Sept 12th 1862 the parish of Yangerahwill in which our district is situated was thrown open for selection under the famous Duffy Act

The settlers on the eastern side of the Lake numbering about a dozen families viz~Messers Cameron, Ingleton, McMillan, Polson,, Cushing, Baird, Lynch, Newall, Stewart , McDonald, Boyle and Lewis were the builders of the building still used as a State School.

These men formed the first School Committee. This was begun about the year 1866 , the residents at their own expense, had the stone quarried for the building.

This they carted along with all other materials to the site chosen. Shortly afterwards this ground was gazetted a School reserve. The school was opened in 1867.

By handing over the building to the Government the people received a grant towards the payment of the teacher.

As this was previous to the system of free education the fees payable to the teacher were one shilling per pupil per week, plus the amount granted by the Crown. As the number of pupils at no time exceeded 30, the remuneration for the teacher was not great.

The first teacher appointed was Mr J Rowland, followed by Mr Tuckfield, Mr S. Williams, Miss O'Neil, Mrs Holding and others.

When the school was first opened a detached wooden residence was built for the teacher.

Some years later the school at Lake Goldsmith was closed and the residence was moved to the S.W. corner of the Lake near where the Creamery used to be.

The people of the district paid for the removal and alterations, this building was then used as a school

After a short time the attendance became so small that the Department withdrew the teacher. When this ceased the education Dept sold the building.

Lake Goldsmith and Nerring had the same teacher at one stage making these ½ time schools.

Many Visitors to Lake Goldsmith Steam Rallies will be familiar with this 150 year old bluestone building which is now used as a meeting hall. On occasions the site has been used as a camping ground by Rally visitors.

In days gone by before the Channel from Mt Emu Creek to Lake Goldsmith was dug, Cushing's Road was straight and the school was built on the North side of the Road. The Channel reserve presumably reduced the school area, so the Road was diverted through the channel reserve and the original road at the front of the school was closed, and it became the school yard. The face of the building that you see from the corner of Cushing's Road and the Beaufort-Skipton Road is the unpretentious back wall of the building. Thanks to Shirley Boyle from the Beaufort Historic Society for this insight into our local history.

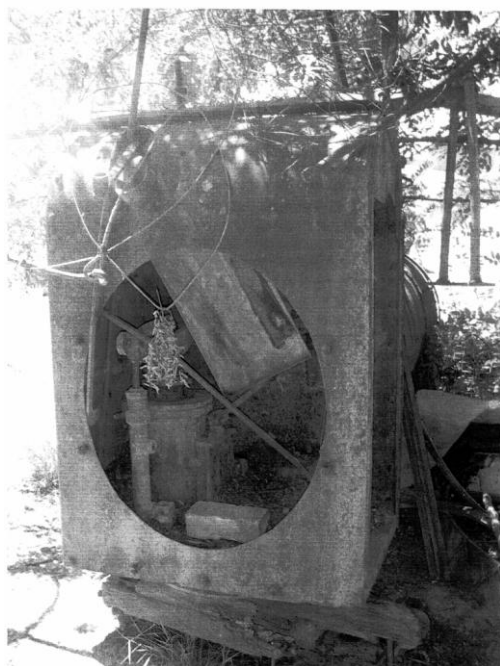


TUXFORD (cont.)

In the Last edition (No 144) we traced some Tuxford history using references from the Royal Agricultural Society Show records, (the oldest record was 1850) and the Friends of Heckington Mill publication as guides.

As always, we are interested to receive any information on Tuxford, and this time we were not disappointed.

The 4 pictures below were supplied by Warwick Bryce via Peter Jackman who received the pictures as hand me downs from a source who, unfortunately, had no idea of the origins.



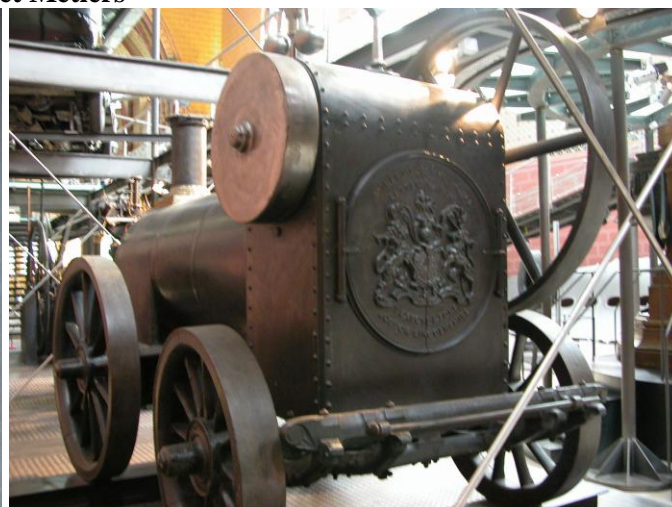
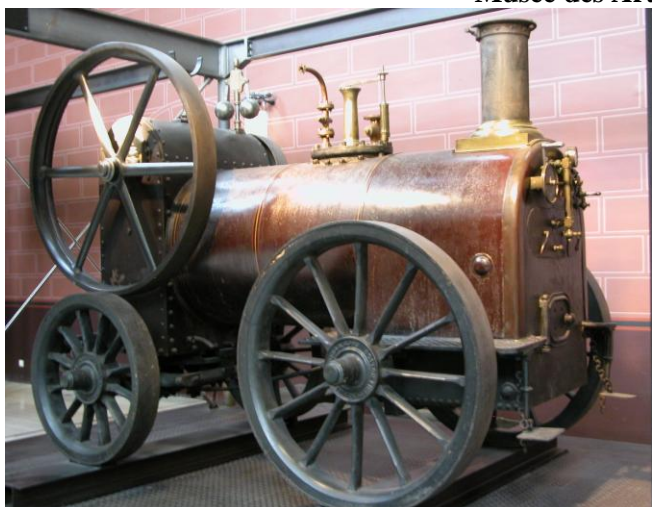
The machine appears to be the remains of a portable single cylinder steeple engine. The cylinder and water pump appear to be intact, and some of the motion remains. The crankshaft and flywheel, and wheels and axles (if it had them) are all well out of sight.

The boiler appears to be complete, and has the return tube arrangement typical of these early Tuxford engines. Everything seems very accessible with the firebox and engine at a low working height.

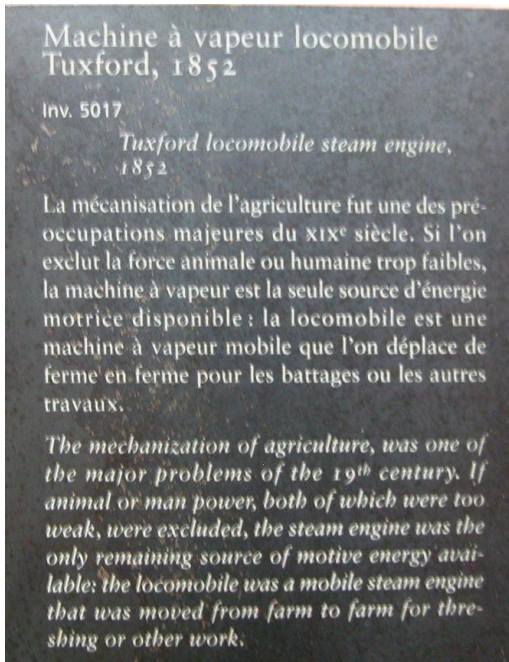
If anyone can help with the location of this portable engine, or if anyone has more detailed photo's please contact the editor as it would be helpful to make a drawing of what remains of this very early steam engine, and add it to the file of surviving Tuxford machinery.

Please contact goldsmithgazet@optusnet.com.au or ring 0425 744 052

Clive Phillips has provided some photos of a Tuxford engine preserved at the Technical Museum in Paris:-
Musée des Arts et Metiers

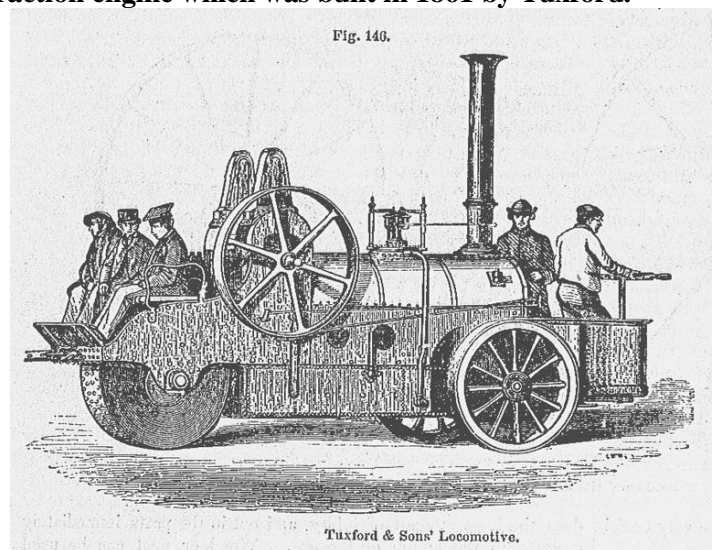
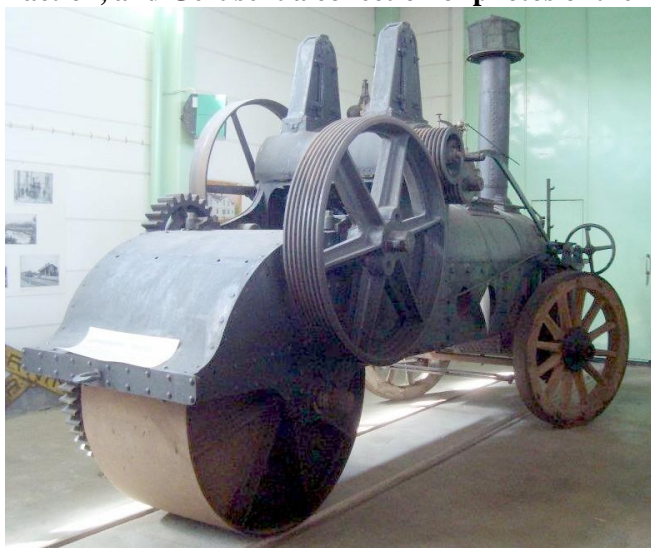


This engine does not have a steeple and may well be what was described as an inverted engine in the Royal Agricultural Society programs. The engine bay doors were certainly an elaborate design with their raised decoration of the Lion and the Unicorn. The stout timber wheels were the expensive choice, steel was cheaper.



The sign gives some background history, and the wheel hub identifies the maker. The timber spokes were quite elaborately carved. In the days of hands on craftsman this would have been a time consuming exercise.

Some time ago the club was contacted by Gert Berntssom from Sweden who was trying to get some information on our twin Cylinder Tuxford Steeple engine to compare it with a similar incomplete engine on a Tuxford Traction Engine he had seen in a Museum in central Sweden. Clive Phillips sent a video of our engine in action, and Gert sent a collection of photos of the Traction engine which was built in 1861 by Tuxford.



The picture on the left is compared with the published engraving made in the early 1860's when this model was introduced. Apparently the traction engine was not successful at the land transport task it was originally purchased for, so it was modified for stationary use.

In the 1920's the machine was moved to a local museum at Hagfors in Sweden, and later C1945 it was reactivated for a "movie". (see page 34) A new welded rear "wheel" was fabricated and a threaded nut and Lever "steering box" was attached to the top end of one of the king posts on the Ackerman steering.

When comparing the photo and the engraving the machine remaining is fairly completed. It seems that the water tank, ash pan, front operators platform and rack and pinion (or lever actuated) steering was removed.

The Flywheel was transferred to the opposite side of the engine and the intermediate one gear shaft was extended to allow a meshed "V" pulley friction drive to be fitted, and one shaft behind the engine has been eliminated This provides a much slower drive to the rear wheel (or winch if it was fitted there) than the original gear train visible on the engraving and the photo. The existing gear train castings have a similar design to the friction drive wheel castings, indicating that they may all be replacements for later use. They are a much heavier and different design to the flywheel. Interestingly, the engraving seems to be a reliable representation.



The king posts, axles and wheels seem genuine, and substantial. The Track rod (well double plate bar) and steering box, as mentioned are additions to make it movable. The channel section has a towing attachment for pulling the engine forward. The drivers cab has indents for steer wheel lock clearance, which would also reduce a bit of radiant heat on a hot day.

For 1861 this forward 2 man cab combined with a vertical steering column (see engraving) and Ackerman steering seems remarkably modern. Later machines by others reverted to dray axles, slack chain steering and a high cab in the smoke which may have had an advantage in agriculture but for the road the front drive made a universal comeback.



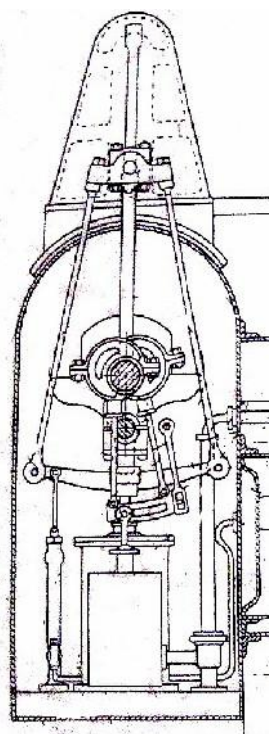
The cab seems well laid out, with regulator, try cocks, reversing lever and firebox all easily accessible behind where the steering wheel would have been. The front smoke box is also accessible. The firebox, smoke box and chimney base all appear to be water jacketed and the "hot fire tube" to the forward smokebox is all plate using Galloway like standoffs to support pressure and provide surface area, circulation and fun for the riveters. Stays connect the firebox crown sheet and smoke box bottom sheet. The chimney seems to be the smoke box crown sheet stay, The return fire tubes are lighter pipe. The test plate indicates a pressure of 5 kg/cm² (abt 70 psi) and 9 kg/cm² (abt 130 psi), presumably working and test. This was dated 1920 indicating a 60 year working life that ended about 97 years ago, it is nearly the 100th anniversary of its retirement.



The twin vertical cylinders, complete with valve chests, cylinder rods and the curved "T" bar is the base of the bifurcated cylinder rod extension, which slides in the steeple guides (see left) appear to be complete. The connecting rods from the steeple guide down to the crankshaft, and the valve rods from the eccentrics are the major missing parts. The valve chests appear to be fed from cavity's in the cast engine base, (see right) via the twin vertical dry-pipes, and exhausted through a common cavity via a larger central vertical pipe.



The water pump suction must have entered via the top right hole on the picture above



The water pump seems to discharge into a cavity behind the rear smokebox (which must be cleaned from the front firebox) and then remerge preheated to enter the boiler near the water level.

The drawing on the left shows the general arrangement of the bifurcated cylinder rod which allows the crankshaft and big end to rotate within the plane of the piston rod.

On the right the governor gears, valve eccentric and bronze bearing caps are seen. The small diameter water transfer

pipe from the preheater can be seen entering the boiler back plate on the right of the steam exhaust pipe where it enters the boiler on its way to the chimney where it will create a draft above the smokebox.

This pipe also supports the governor shaft lower bearing. The square cast pipes either side of the exhaust pipe seem to connect to the internal dry steam pipe from the regulator at the other (front)

end of the boiler. These castings connect to a vertical pipe which delivers steam to the valve steam chest.



On the left the unused bearing on the right (there is a matching one on the left) may have once carried a shaft for a second driveline gear. (the end can be seen on the engraving behind the rim and spoke of the flywheel)

Each cylinder has what appears to be a lubricator valve with a small sealed oil container on the top, and there are cylinder drain cocks connected on each cylinder and linked by a bar for remote operation, and condensate is delivered to both sides of the body by a brass pipe.

There is some sort of rotatable “valve or damper” in the exhaust just above the cylinder base, function unknown.

This engine compartment is certainly neatly laid out. On a portable engine access is excellent, and even with this single centre drive traction engine it is not too bad.

The view on the right shows the rear bodywork and towbar. There is a row of boltholes on the sides and across



the top of the curved plate that seem to align with the mounting of the rear seat shown on the engraving.

The pressure safety Valve set on the left owes a lot of its design to a dead weight type.



The screw threads offer individual adjustment to each valve. I assume that there is a compression spring in each brass tube. There is a pointer protruding from each slot, so I guess that this was used to set the pressure on each valve. There is no sign of a pressure gauge, although the Youtube film connection on page 34 shows a pressure gauge on the steam dome. There is a rod attached to one valve which would have let a driver lift it.

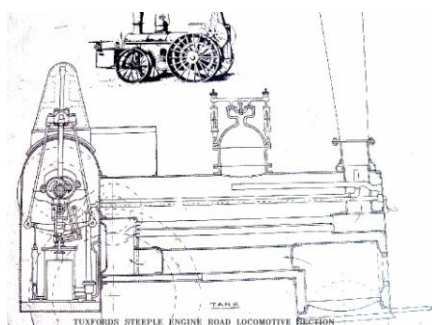


There is not much doubt about who the maker was, or where it came from. On the other side of the steam dome is a remotely controlled throttle valve for an external steam supply or pressure relief. (or external feed)

The fire bars are still intact, and the rear view of the engine compartment, with the cover door removed shows



the general layout. The bearings for the original gear shaft can be seen clearly. The picture on the left is a section through a similar Tuxford Traction engine with 4 wheels.



In 1858 they displayed their first traction engines from 20 to 32HP using a single front wheel. They were available with single rear drive or for £100 more with a differential and 2WD.

For 1861 (there was no Royal Agricultural SA Show in 1860 due to cattle plague) they introduced a “New” “ Tuxfords No 1 Road Locomotive” “intended particularly for drawing a combined machine and other machinery from farm to farm, and then to act as an ordinary portable engine”.

For 1864 they were offering a 10HP Farmers Locomotive for Cultivating and farm yard purposes for £360 , and a 12HP (which could work to 24HP)

Road Locomotive for drawing Trains or Farm purposes for £500. The 10 HP continued in production with Double or Single Cylinder engine, and in 1870 an 8HP was introduced for £360. The picture above left could well be a 4 wheeled version of the 3 wheeled exhibit which is the subject of this story. The date of manufacture, single drive and provision for a crew seat indicate that this may well be the 10 HP intended for the farm. John Norris was aware of a Tuxford in Sweden, this may well be the machine.

In 1945 the machine was rigged for a gravity downhill road run with some kindling burning in the firebox.

Try <https://www.youtube.com/watch?v=cG-ANhVGW6g> to see the B&W film made at the time.

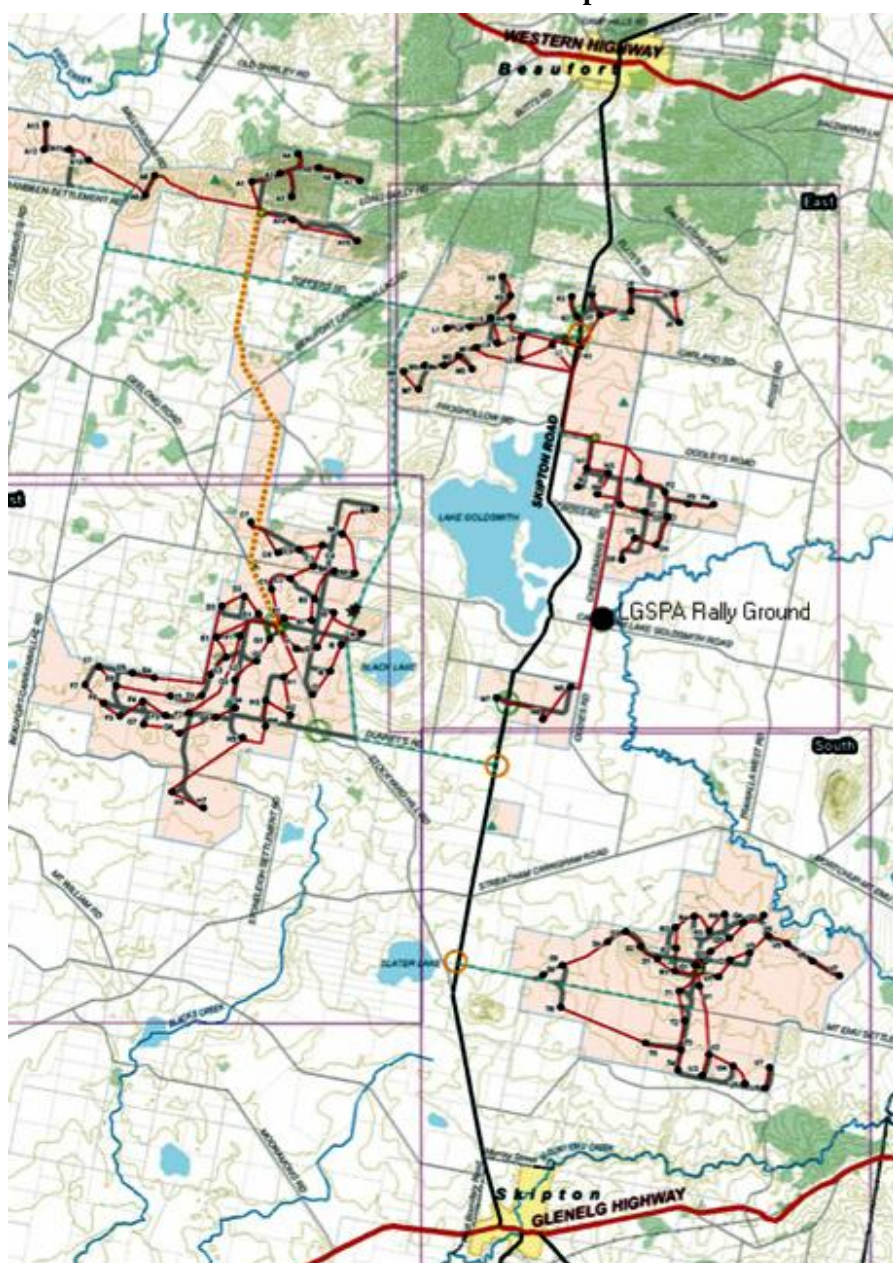
There are 2 other attached clips that follow showing the engine being relocated in c1989

The films were uploaded by Lars Cavell on 16 4 2009 as Anghasten 1.4 2.4 & 3.4

Thanks to Gert Berntsson for supplying these pictures and allowing us to use them in this edition of Goldsmith. More on Tuxford can be seen in edition 144 on our website. The pictures give an insight into the boilers used by Tuxford which made them winners in coal efficiency performance in their day. Ed.



Last edition we showed a view of the remains of the old Stockyard Hill Hotel. This 1935 image MM000697 in the Vic Museum records gives an idea of what it looked like closer to the last closing time. Shifting the Skipton-Beaufort Road to the East of the Lake must have changed traffic conditions. The old Road was part of the Echuca-Portland route which crossed the low point in the Great Dividing Range near Lexton.



The Stockyard Hill Windfarm Project is on the way.

With 149 Wind Turbines between Skipton and Beaufort this is one of the largest wind farms in Australia. The turbines will be owned & run by the Chinese owned Goldwind Australia who will invest about \$700 Million in the project.

Origin Energy will distribute the power, which at peak should supply about 400 000 homes.



While the Tractor Trek was assembling in the carpark there was a drilling rig drilling test bores for power poles along the west side of Cheeseman's Road.

I guess that we can expect to see a few changes over the next few years



Lake Goldsmith Goods Shed Museum

Now open

from 10am to 3pm

On the first Saturday of Each Month (except Winter)

\$5.00 entry per head includes Tea or Coffee

For Group Bookings & further information email:- ronatip51@gmail.com

Location:- Albert Street Beaufort Victoria



The President, Committee and Members of the Lake Goldsmith Steam Preservation Association look forward to you and your organisation enjoying a visit to this Museum in the Heritage Precinct of Beaufort.

The displays includes Beaufort Heritage and Period rural rail & transport equipment. Enjoy the Day. Ed.