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The Pyrenees Heritage Preservation
Magazine

GOLDSMITH

No 148 August 2018
Lake Goldsmith Steam Preservation
Association Inc

Registration No:- A0032895

Rally Grounds:-

1234 Lake Goldsmith-Carngham Road
Lake Goldsmith Vic. 3373

Next Rally No. 112

**LAKE GOLDSMITH
SPRING RALLY Nov 3 & 4 2018**

Highlight Theme:-

**Vintage Road Making
70 Years of Land Rover
Foden Parade**

Plus Pre-rally All Makes Tractor Trek on Friday Nov 2 2018



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The highlight theme of “Vintage Road Making” will see vintage machines in action
building a hardpack area in the arena.

The picture above by Trevor Mitchell, captures the atmosphere of the period when heavy steam equipment had the stamina for heavy construction. The picture is available as a jigsaw puzzle “Halcyon Days” from Handley Printers Ltd UK.



Editors Overview

Welcome to Goldsmith 148, August 2018

Hello Readers.

This edition of Goldsmith will introduces some road making history in Victoria with some period pictures from the horse era up to the 1950's as a build up to the roadmaking theme of the 112th Rally coming up in November.

As 2018 is the 100th anniversary of the end of the Great war, the road making story includes some history on the worlds biggest Memorial to that war, the GREAT OCEAN ROAD which started in 1918 as a tribute to those who never returned and a source of income for some who did.

Hamilton Pastoral Museum had its 50th anniversary rally in May, and Malcom Brinkman has recorded the history of a Threshing plant, with period pictures, that operated in the area in the past, and again at their rally.

The Plant has a tie with Lake Goldsmith as the Traction Engine that powered it is based at Lake Goldsmith.

Peter Jackman has recorded the return of a Mann Steam Wagon on show at the Heyfield Rally.

The popular CFA theme from the last rally continues from the last edition with a trip to the Fire World Museum at Streatham which has a unique display of the history of the CFA's move to radio communication.

A trip to SEM Fire & Rescue in Ballarat for a look at the history of CFA fire appliance manufacture in Ballarat and a look under the skin of the brand new SEM Fire & Rescue built Pumper that the CFA provided for the 111th rally.

The President, Committee (and Editor) hope that you find something of interest in this electronic only August edition 148 of Goldsmith.

A HD print quality version of Goldsmith 148 will be available from the website as usual at:-

www.lakegoldsmithsteamrally.org.au/magazine.html

Thanks to 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

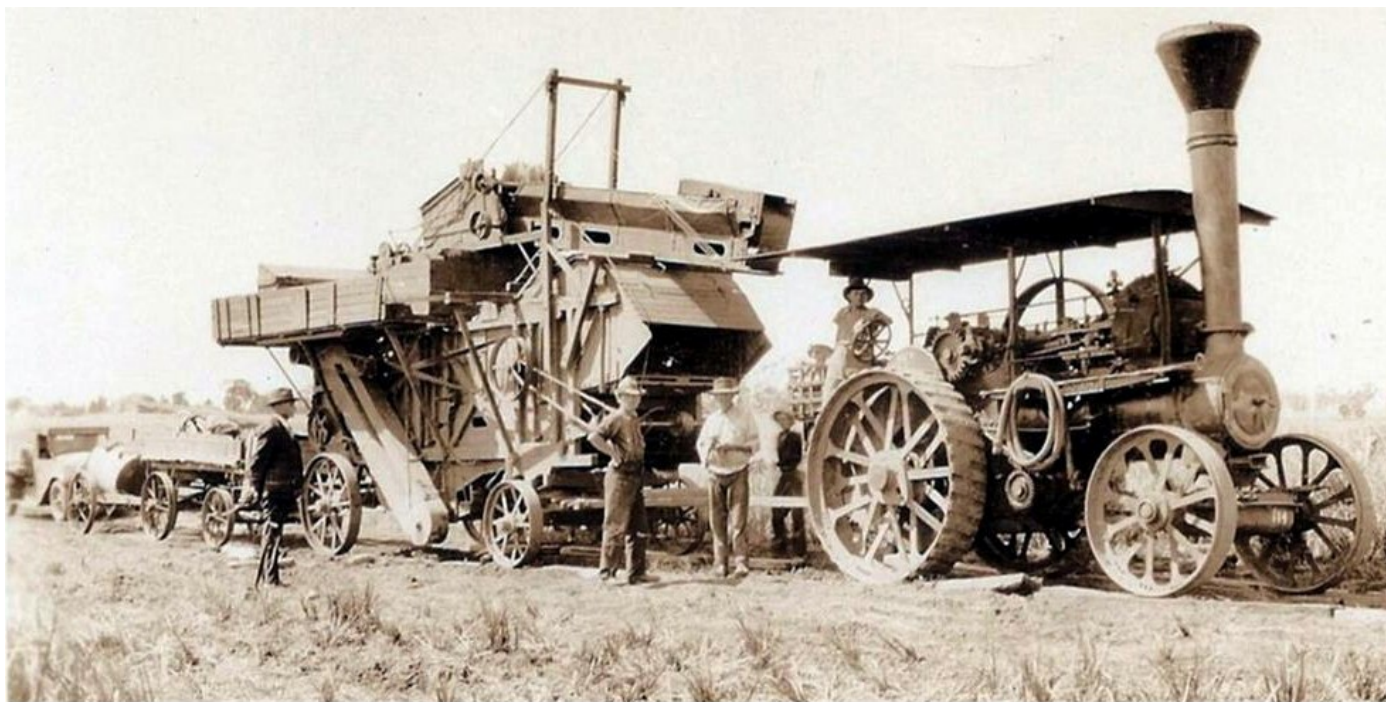
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The Wilhelm Huf Threshing Set



On the road with a full threshing plant, Traction Engine Thresher, elevator and water cart

A part of Hamilton's Pastoral Museum May rally to celebrate 50 years was the display of the former "W Huf of Croxton East" threshing plant. The working set of a 1904 Clayton Shuttleworth thresher with Australian built sheaf feeder elevator and Fowler 7hp No.9836 of 1903, "Victorious" class R steam engine, spent their working life around the Croxton East area near Hamilton. With modern harvesters taking over post 2nd world war the outfit became redundant and in the early 1960s the engine was sold for scrap and the thresher followed as part of a family estate wind up.

The engine soon found it's way to preservation in the hands of the late John Norris at Lake Goldsmith, presenting constantly at rally's since the late seventies and is now owned by Eric Wolverson. The Cowland family from Macarther had a use for the thresher and purchased it for their grass seed operation and when it had no further use was presented to the Pastoral Museum in 1973.

Wilhelm Huf purchased the thresher and steam engine to power it when commencing his threshing and chaff cutting business in 1904, and from that then on the Huf threshing plant became a well known sight in the district. Generally it took two or three days to complete the threshing at each



The team take a spell while Wilhelm Huf shifts a bag on a hand trolley in the centre of the picture



Morning Tea time for the dog and the 12 man crew

farm, with a dozen or so men needed to make up the “team”. Plenty of baking and cooking was needed to feed the men and it was the farmers wife and her helpers who supplied the meals including morning and

afternoon tea. The steam engine was put to work on other jobs away from the threshing season, being used at Balmoral for some years to contract haul logs to a sawmill and hauling bricks from Glenthompson for extensive additions to his home at Croxton East. During the 1930’s the engine was taken to Ballarat for a complete overhaul. A trip was made just before the engine left to cut and stack wood so that as they proceeded on the slow journey the stacks were waiting and progress not hindered.

Over the years of preservation the thresher has had numerous runs, the first being in 1977 without its yet to be restored sheaf elevator. Some years later after the refitting of the self feeding sheaf elevator it was displayed reunited with the Fowler engine. Another trip from Lake Goldsmith to Hamilton for the Fowler was for the Huf family reun-



The Fowler and Thresher ready for Sale



The Fowler at George Mulcahys paddock at Lake Goldsmith in 1965



A wagon load of hay is conveyed to a steam powered thresher and the straw is feed to the straw press powered by the Farmall M tractor. All the power is transferred by leather flat belts.



Back together at Hamilton Eric Wolverson tows the thresher on the road

ion and again the pair operated at last years National Rally at Hamilton.

At the threshers first rally outing in 1977 there were numerous men assisting who had worked in the original crews or on other of the districts thresher gangs, but the years since have taken their toll and now we are in a generation that has never experienced this part of rural life. The Pastoral museum is fortunate to have had the expertise of two generations of the Scobie family from Dean and Lake Goldsmith fame to oversee most of the threshers various outings. An experienced Nev Scobie knows what to oil and adjust before a start up and is quick to repair the usual small troubles of broken belts and loose parts.

For the museums 50 year celebration the thresher with Fowler steamer operated by Eric Wolverson put on a display to a peering crowd, including the sheaves being delivered from a loaded wagon and the straw pressed with a belt driven hand wire tie baler. So many people have not experienced machinery driven via a belt! Our fun was cut short on the Sunday with rain and a broken bucket elevator belt but Eric thoroughly enjoyed the chance to re create a bit of history and towed the thresher up the road back to its shed.



The Thresher in action at Hamilto Pastoral Museum in 1977

Many thanks to Mal Brinkman for the background of this



On the road between seasons with a four trailer load of timber in it's way to a sawmill near Balmoral



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LAKE GOLDSMITH **112TH** STEAM AND VINTAGE RALLY

3RD & 4TH NOV, 2018

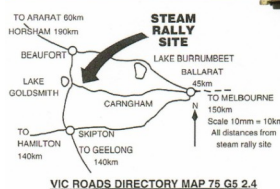
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For rally information contact: Trevor Ph: 0407 539 041
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FRIDAY 12TH & SATURDAY 13TH

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Traction Engine, which no w calls Lake Goldsmith home,

The Heyfield Field Day

The MANN steam wagon above returned to Victoria from Narrabri in Northern New South Wales

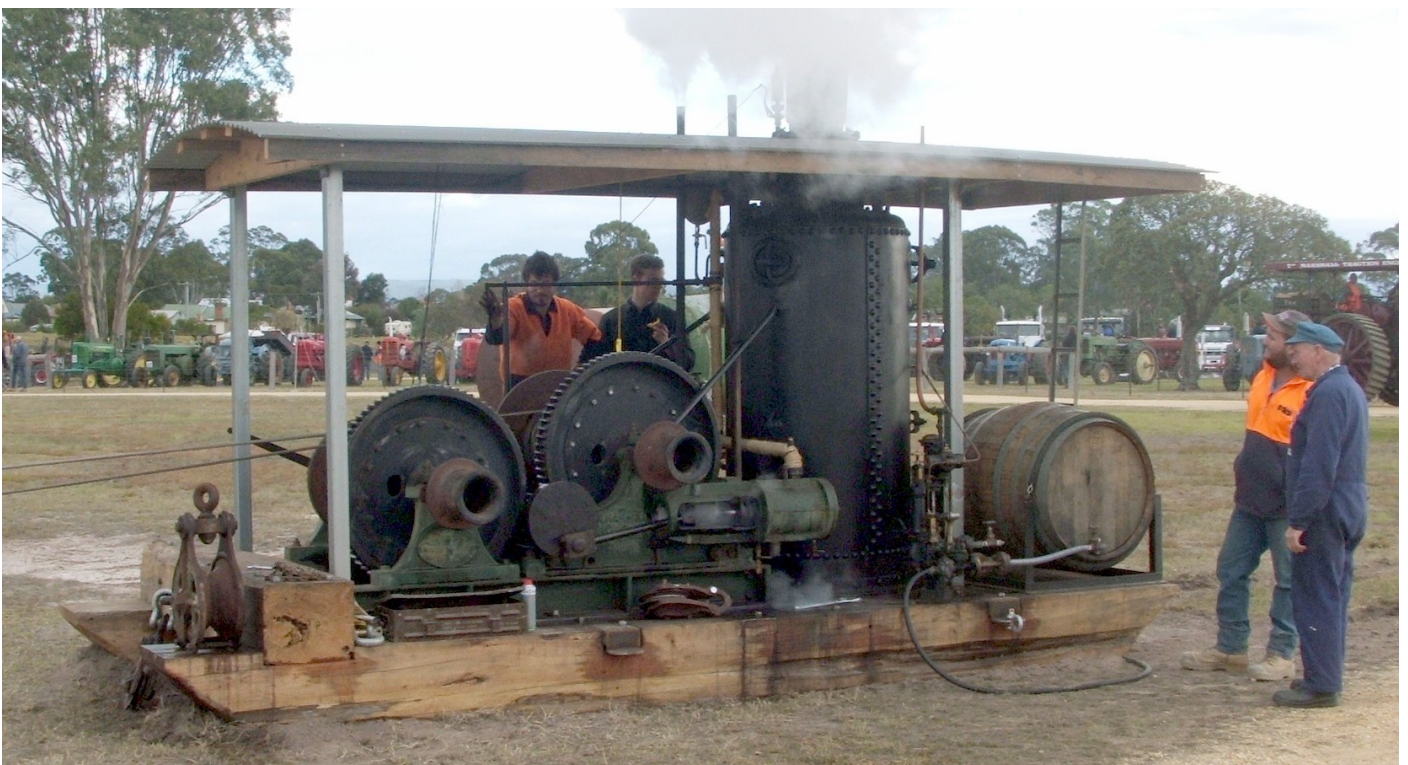


in 2017 to a new home near Neerim. The wagon was acquired by Ken Whitworth in the mid 1970's as a basket case. The restored chassis was fitted with the "Butter Box" body and initially it promoted Peters Ice Cream before a change to "Western Star Butter" which had its origins in Victoria's Western District in 1926.



Celebrating 90 Years of Butter Making

The Double cable drum steam winch shown below was manufactured by Cameron, Sutherland & Seward made an impressive display mounted on timber skids with its vertical boiler and wine barrel water tank. Thanks to Peter Jackman for the pictures and information.



Victoria's Road History

With road making as the theme for the upcoming November rally it may be of interest to have a look at how our state's road system started and who looks after it.

The rally will include the construction of a formed gravel road in the arena.

The "road" will be constructed using vintage machinery and methods and should provide an interesting insight into the origins of the modern equipment used to make the roads we use everyday.

Lets start with the road system, which began when Victoria was still part of New South Wales. In 1801 the first formal road was cleared near Ventnor on Phillip Island by the Lieutenant John Murray, mate on the 60 Ton armoured survey vessel, Lady Nelson captained by James Grant, who was surveying Western Port Bay. (Murray returned in 1802 to enter and discover Port Phillip Bay)

The signposted road led to fresh water. (see map on right)



In 1851 Victoria was separated from N.S.W. and became responsible for its own roads, which by that time were in poor condition. Fixing roads was a priority, and in 1853 the "Central Roads Board" was formed to construct main roads which would be financed by the state and maintained by funds raised from Tolls. These funds were distributed to local Road Boards to construct and maintain local roads in their area. In our case, at Lake Goldsmith, the Carngham Roads Board was responsible for Roads in our area during this early period.

The 1840 lithograph (above left) was based on an 1840 painting of Collins Street in 1839 by artist William Knight. Looking West towards Russell Street from the future site of the Treasury building. (State Library Pictures Collection No H 18111)



By 1888 (below left) the view had changed with Cable Trams and horses, and by 1956 the trams were electric and the motor car had replaced the horse

The Gold rush put an extra demand on roads, and expensive Railway construction was under way.



To better coordinate the work of the Surveyor General, the Colonial engineer and the colonial Architect, the "Board of Land and Works" was created in 1857 and the responsibilities of the Central Roads Board were transferred the new board, which oversaw, via its various departments, the construction of most of the states projects including roads and bridges, railways, rural water and Melbourne water and sewerage. It survived until 1964, by which time its various departments had become State Boards or authorities in their own right.

During this period the railways were carrying the heavy loads, and roads were feeders for the railways. With the reduction in long distance cartage by bullocks, there was reduced pressure for improved roads, outside towns most roads were just rutted dirt tracks with fords or timber bridges over creeks. The railways needed substantial bridges of stone or steel, and they needed crushed rock for ballast in large quantities.

When the rate of railway building eased, these skills were available for roads.



Bullock teams hauled heavy loads on narrow steel rimmed wheels on dry hard roads.

The State Library (SLV) pic 10381 below gives a good idea of road travel in winter on a wet day in 1875 with this load of milk cans.



Cobb & Co had to cope with all conditions. & 180 bales of wool on 4 wheels on dirt roads.



In Melbourne, from the 1880's, timber blocks were used for paving heavily worked roads, and in the 1890, Asphalt was used successfully as a pavement surface. Ultimately these blocks became fuel, and for those who can remember them in bulging into mounds when they became water logged or breaking loose leaving holes and loose missiles. It is well that their time has past.

The picture above right above shows these blocks being used between tram rails in Sturt Street South Melbourne in 1925.



The picture on the left taken at Hill End in NSW show the limitations of dirt roads, poor drainage and wet weather. It would have been a good day to stay home

It's never a good idea to build a road over a creek bed as can be seen in this 1972 picture on the right taken in Elizabeth Street Melbourne.

The Board of Land and Works aim to combine Town location with engineering design would help to reduce this sort of event in the future.



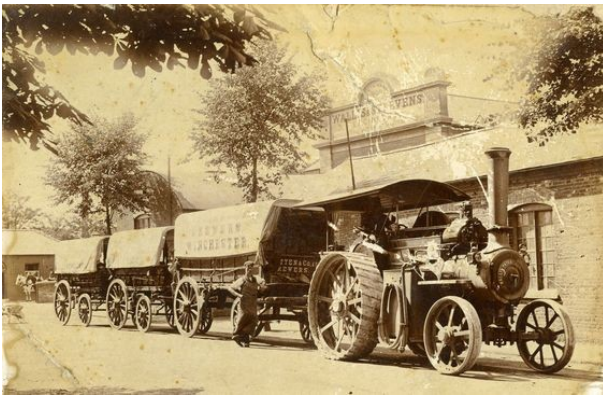
From the mid 1850's Traction Engines were developed for road transport. They generally pulled the same wagons as Bullocks and Horses.

Ground pressure and traction on wet ground were seen as an early problem. Tuxford and Burrell used wheels with timber planks attached to a 1846 design by Boydell which allowed transport on soft ground before formed road surfaces arrived. Fowler and others used the system in one form or another as did "Big Lizzie" (below) which was built in Victoria in 1912 powered by a 60hp Blackstone oil engines for travel across sand country in North West Victoria.

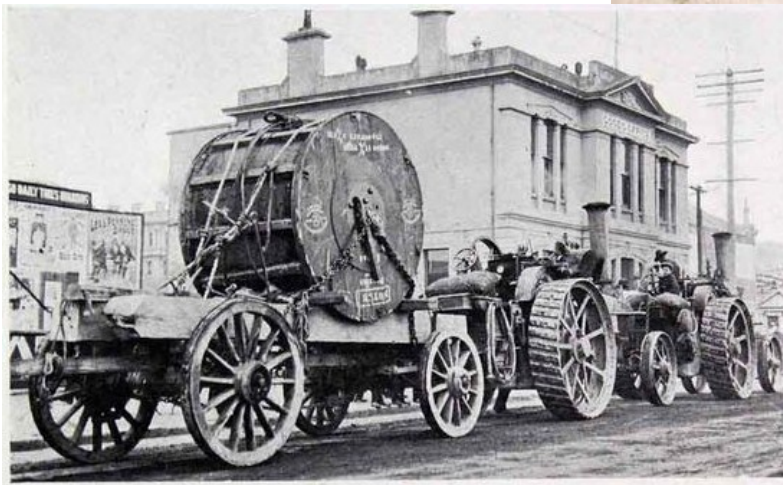


These systems helped in extreme conditions but they were slow and cumbersome, ultimately crawler tracks were developed to travel on soft ground and roads were improved to support wheels and allow transport to take advantage of the improved speed and load carrying that powered vehicles offered.





Traction engines could haul multiple trailers as can be seen above, and they could cope with fords as these two in South Africa show.



On the left this pair of Traction Engines are hauling 17 1/2 Tons of Cable Tram Cable at Dunedin in New Zealand.

This Bridge at Hawkes Bay, south of Napier in New Zealand fell victim to a Traction Engine in 1905



CARTING A NEW ROPE TO THE KAIKORAI VALLEY FOR THE ROSLYN TRAMWAY COMPANY
The rope weighed 17½ tons, and was conveyed to its destination by two traction engines.
—Guy, photo.

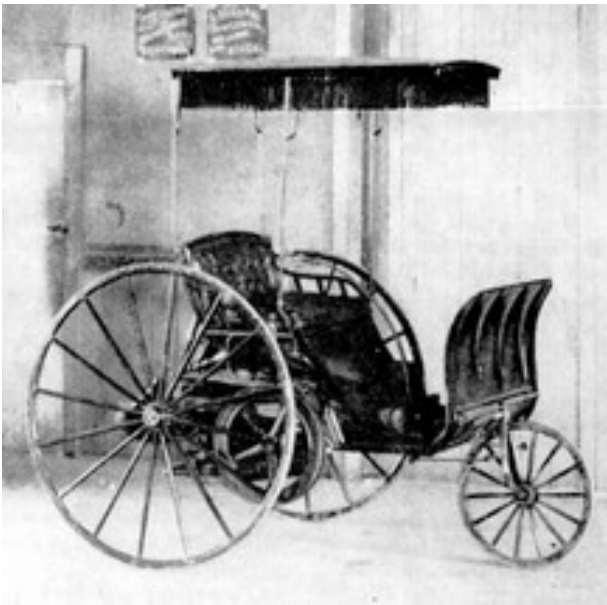


If there was a weakness in a bridge a traction engine would find it, and off road could be a real pain if you got off the beaten track. The picture above seems to be WW1 with all hands looking for wood to extricate what looks like a Fowler?



In 1897 the first car arrived in Melbourne, and they never stopped arriving. The increased traffic created a new demand for roads.

High wheels were a must if you were on the road out of town where you could get your share of bogs, ruts mud and dust, you had to survive on tracks used by drovers, drays and horses, and you had to cross fords in the creeks .



John Pender imported a 2 cylinder buggy into Melbourne (above left) and about the same time Herbert Thomson built his first steam car using a Hancock type water tube boiler. It had a single cylinder engine and used Dunlop tyres. The car was taken to NSW and later drove 493 miles from Bathurst to Melbourne in just over 56 1/2 hours. The picture on the top right is from Vic Museums who also have the car.

David Shearer from Mannum in South Australia built a steam car (left) that was used in Adelaide.



Steam Wagons were developed to carry loads without the need to tow a trailer. Steam, electricity and petrol in early cars. Improvements in petrol powered light vehicles gradually led to them dominating passenger cars, and later improvements saw petrol powered trucks displace steam wagons except for the heavier vehicles which survived until they were replaced by diesel in the 1930's. The motor car and truck altered the world and the need for usable roads was a priority in the early 1900's.





The picture (MV MM1931) above was taken on Mount Warrenheip near Ballarat c1900. The Traction Engine was taking a load of timber props for use in the mines. These early road trains could carry heavy loads on dry roads. Steam would still be the only mechanised form of heavy road transport

until heavy petrol tractors such as this Holt 75 on the left. (See Goldsmith No 129 for more on this tractor in NSW) which could move heavy loads on and off road.

Prime movers developed early and early "Floats" could carry a fair load. The Diamond T below is lining up to back the trailer frame under the elevated face shovel, the rear wheels and axle would be replaced when the float was loaded.

The horse would rein supreme until WW2 after which the car would outnumber the horse for personnel transport.





The Hume Highway in North Eastern Victoria in 1914

In 1913 the Country Roads Board (CRB) was formed from part of the Board of Land and Works.

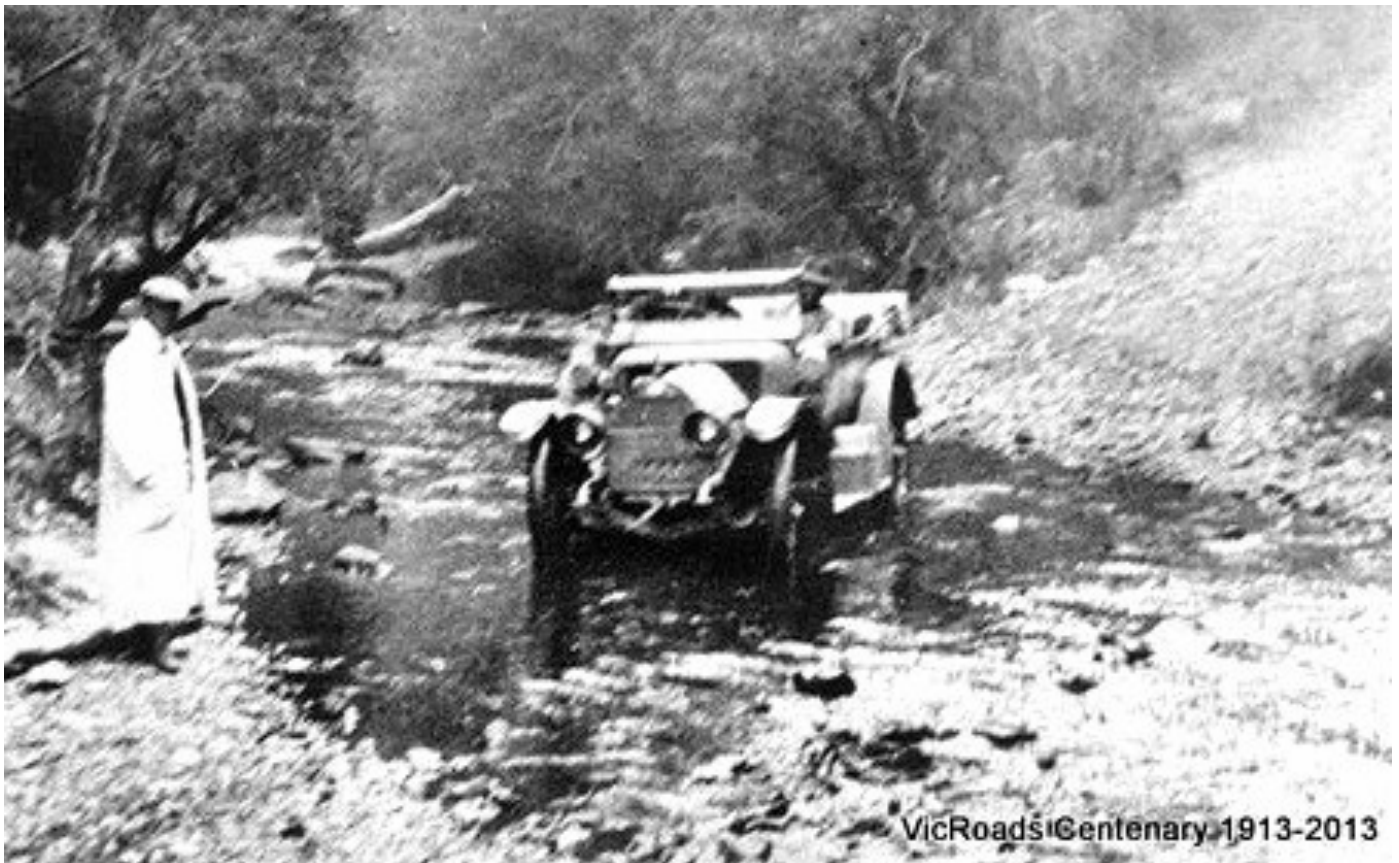
The CRB would work directly with contractors and indirectly with shires and municipalities. The first project was to define which roads would be main roads. World War 1, 1914-1918, delayed initial progress.

The priority for the CRB would, from 1924, be State Highways which it would construct and maintain to relieve local authorities of the expense of the cost of providing for traffic which was passing through their municipalities. They picked up extra responsibilities of providing roads for isolated settlers, and from 1936 they were responsible for tourist roads, and later during WW2 they were responsible for forest roads and stock routes.

Many of the roads which became our highways were used as droving routes for bringing sheep and cattle to Melbourne and other centres, particularly those with railway connections.

As these roads also had to provide feed for the animals, they were generally 3 and 5 chains wide as can be seen in the early picture of the Hume Highway above, which is hard to compare with the freeway today as seen below. They also left us with some wide roads that ran right into Melbourne Sydney Road, St Kilda Road and Mt Alexandra Road owe there existence to droving. There were more, but unfortunately they were narrowed down in places in the late 1890's when money was scarce and the railways could carry livestock into the saleyards directly. They would regret those sales in the future when modern traffic needed some roads to be re-widened or bypassed.





VicRoads Centenary 1913-2013

The CRB inspection teams travelled by car as can be seen in this picture taken on the Hume Highway near Avenel in 1913 and on the right near Orbost in the same year.

Their comments were that the roads were less than satisfactory.

The scene below was taken on the road to Mildura in 1885. It was pretty basic, just graded earth



VicRoads Centenary 1913-2013





The Great Ocean Road

Roads are not normally thought of as Memorials. The enormous loss of life during WW1 inspired the Chairman of the CRB William Calder to propose a "South Coast Road" from Barwon Heads to Warrnambool. He approached the State War Council for funds to allow returned soldiers to work on a memorial road to connect the coastal towns on the coast of Cape Otway. These towns were only accessible by sea or by roads from the inland.

The plan got under way when Geelong Mayor Howard Hitchcock formed the "Great Ocean Road Trust" and set about raising money to create a Tourist Road as a Monument to those who died in the war built by those who returned.

Work started in August 1918 with the start of the route survey. There was no heavy machinery used, it was all manual labour, picks, shovels, horse drawn carts and explosives.

The first section East of Lorne was finished in 1922. The section from Aireys Inlet to Anglesea was built by the land owner Mr C Lane and the section West of Lorne to Cape Patton was finished in in 1932 when the Leut. Governor Sir William Irvine opened the Road. The final section from Cape Patton to Apollo Bay was completed by the CRB, and



the Great Ocean Road Trust gifted the Road to the State Government in October 1936. In December 1936 it was Gazetted a Tourist Road "Ocean Road" and in 1972 it was re-gazetted "Great Ocean Road".

The Great Ocean Road Trust raised funds by charging Tolls, 2/6 for the driver and 1/6 for passengers. Around 3000 ex-servicemen worked on the project. They created the largest Monument to those who perished in WW1, and their efforts are rated as Australia's No 3 Tourist attraction.

This year is the 100th anniversary of the end of WW1 and the start of the Great Ocean Road,



THE ROSE SERIES P. 1308
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"S" BEND, GREAT OCEAN ROAD, NEAR LORNE, VIC.

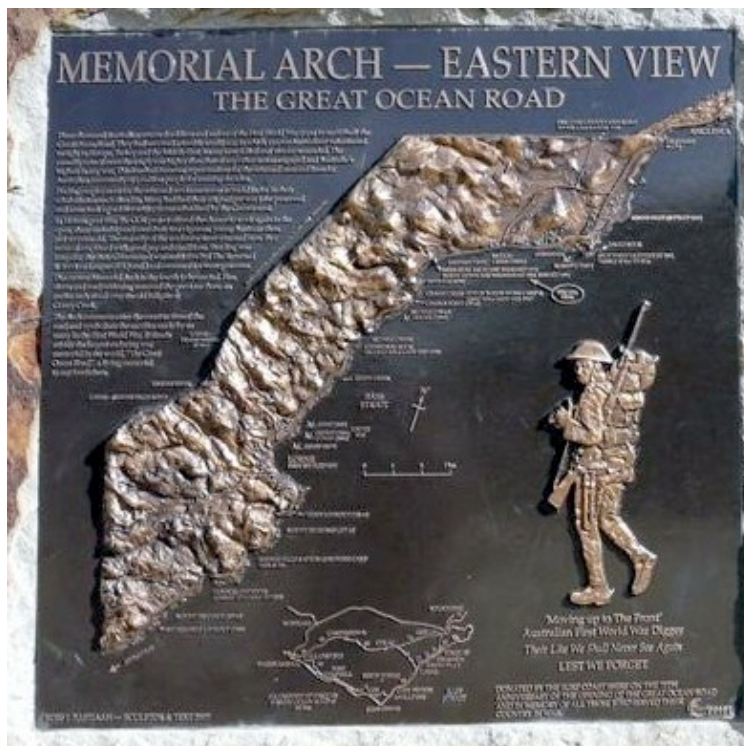


The Toll gate in 1921 was well manned with 2 operators and a railway style gate.

Tickets were issued for drivers and passengers until 1936 when the trust was wound up.



The Great Ocean Road Arch at Eastern View which was the end of the first stage was completed in 1922. The Bronze plaque below can be found near the Arch. Take a trip, it's a great drive.

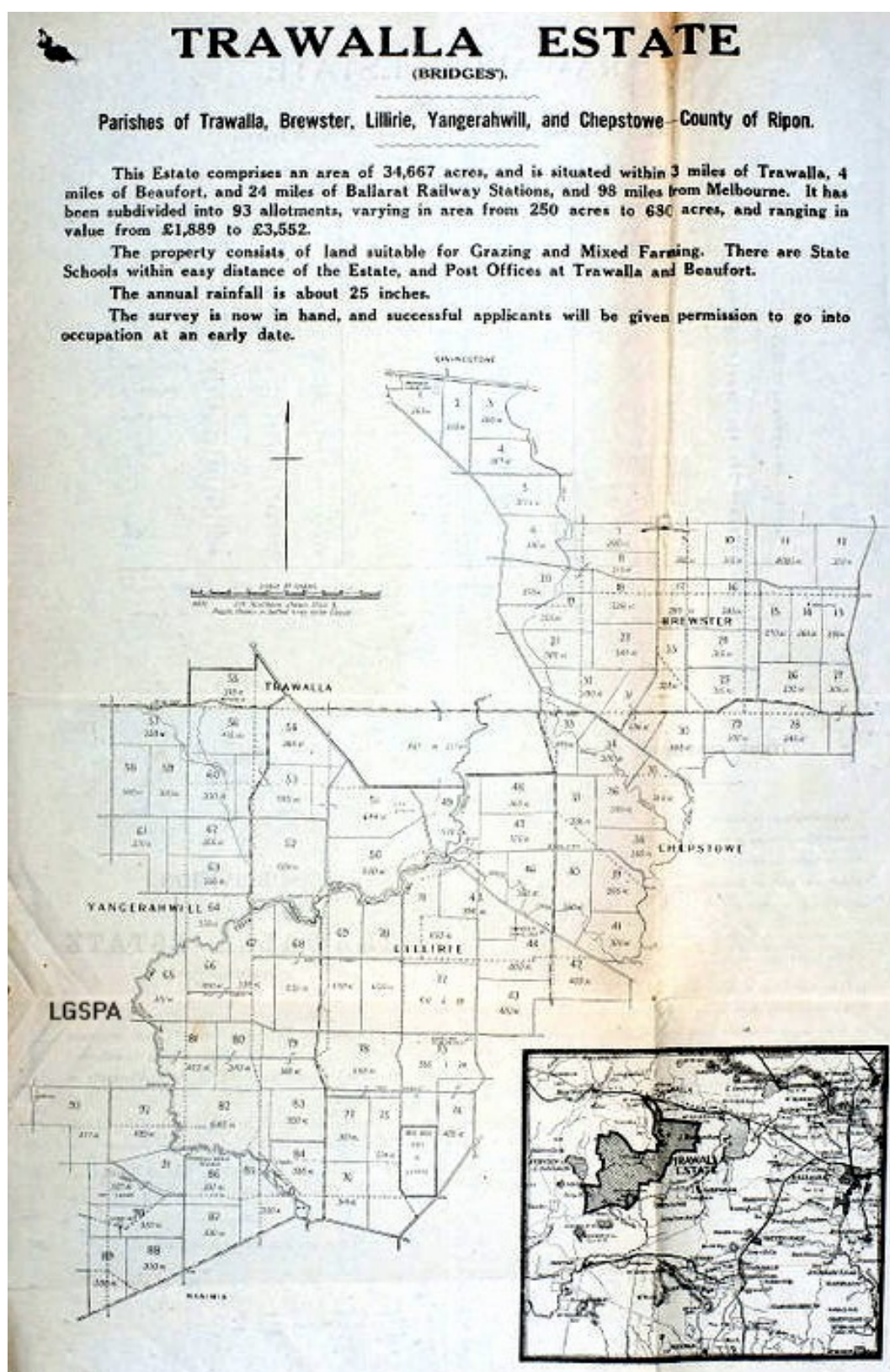


Soldier Settlements

The Great Ocean Road was not the only option for many soldiers who returned from the front after service in WW1. The scheme started in 1917 and by 1924 over 8500 farms were settled with a combined area of over 2 1/4 Million acres. The scheme lasted until 1934, and similar schemes operated in all states. Some land came from un-alienated Crown Land and the balance came from existing farms which were brought back by the State and subdivided.

These farms moved people to new areas and new infrastructure and roads were needed.

One hundred years ago in June 1918 the RIPONSHIRE ADVOCATE, the forerunner of the Pyrenees Advocate reported that the Minister of Lands arrived in Beaufort to access areas around Trawalla for suitable sites. Thanks to Shirley Boyle of the Beaufort Historic Society.



The Plan on the left from the Public Records Office shows the extent of the scheme which had been part of the Trawalla Station since the late 1830's.

At the time of this sale it was owned by the Bridges family.

The Club Rally Grounds are marked LGSPA just to the West of the Mt Emu Creek where it forms the Western Boundary of the Estate.

With 93 Lots varying from 250 to 630 acres it was a big subdivision with 93 new families in the district.

Similar Soldier Settlement schemes were at Ercildoune to the North of Trawalla

The Railways had run from Ballarat to Beaufort and Trawalla since 1874.

The sale notes said that there are State Schools within easy distance of the estate and Post Offices at Trawalla and Beaufort.

So much for some of the additional roads in our local area, now back to the CRB which became active after the war.



The Caterpillar 15 above drawing this grader fitted with remote controls allowed the driver sitting side saddle to operate the tractor and grader allowing one man control.



In the 1920's various makers built modified tractors which combined a blade and tractor. The Russell "Motor Hi-Way Patrol No 1 on the left was based on an Allis Chalmers tractor.

Caterpillar acquired the Russell manufacture in 1928.

In 1931 Caterpillar introduced their No 9 Auto -Patrol which was a ground up Grader design that set the standard layout for many years to come.

In 1935 Adams introduced a grader blade that could extend sideways to trim shoulders and banks, and in 1938 Caterpillar introduced the Diesel powered No 12 Auto Patrol and Hydraulic controls followed later.





The scene (Museum Vic MM 7451) above was the main street of Jeparit in 1895 where the dirt roads were pretty typical of what the Country Roads Board faced when it started in 1913.

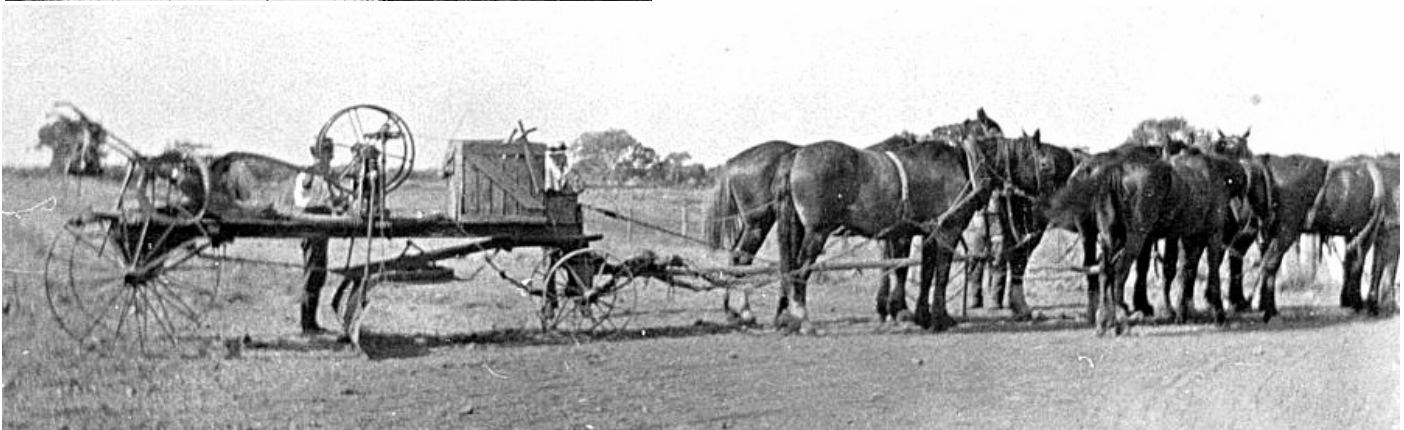
The picture (MV MM4036) shows a CRB team making a road at Bendigo in 1915. Horses were the power source and the same scoops were used for all forms of earthmoving



By 1923 road making in Creswick (MV MM 4079 left) things were not a lot different with men doing the work and the horse moving the load.

Grading made life a lot easier for the operator, but the horse still supplied the grunt as shown in this picture (MV MM 910) taken in 1915.

(See page 16 for picture of early graded road)





This CRB Yorkshire Steam wagon, pictured here at Terang in 1931 was fitted with an 800 gallon steam tar spray system at the rear of the chassis. It also towed this heated tar tanker.



Above left this Averling Porter steam roller is seen at Carrum in 1914 on the then Point Nepean Road, while on the right above tar is being spread in the Main Street in Ararat in 1915.

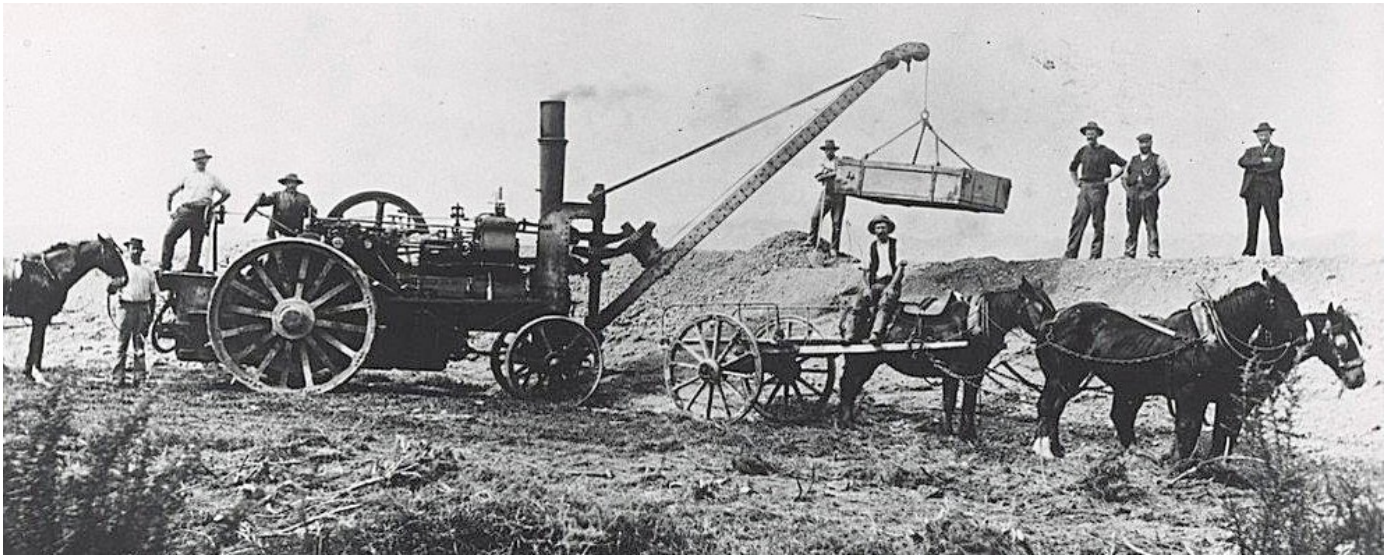


This Thompson Roller fitted with a brush is fitted working at Metcalf, North of Malmsbury in 1932.

The NSW State Library picture (below left) of a Road excavation in 1922 shows a combination of horse drawn wagons and Face Shovels in action.

Below, this Model T helps out with road light maintenance around 1920.





The steam crane helps bulk handling fill by lifting the container off the cart to empty it at Hut River North of Wellington in New Zealand's North Island.



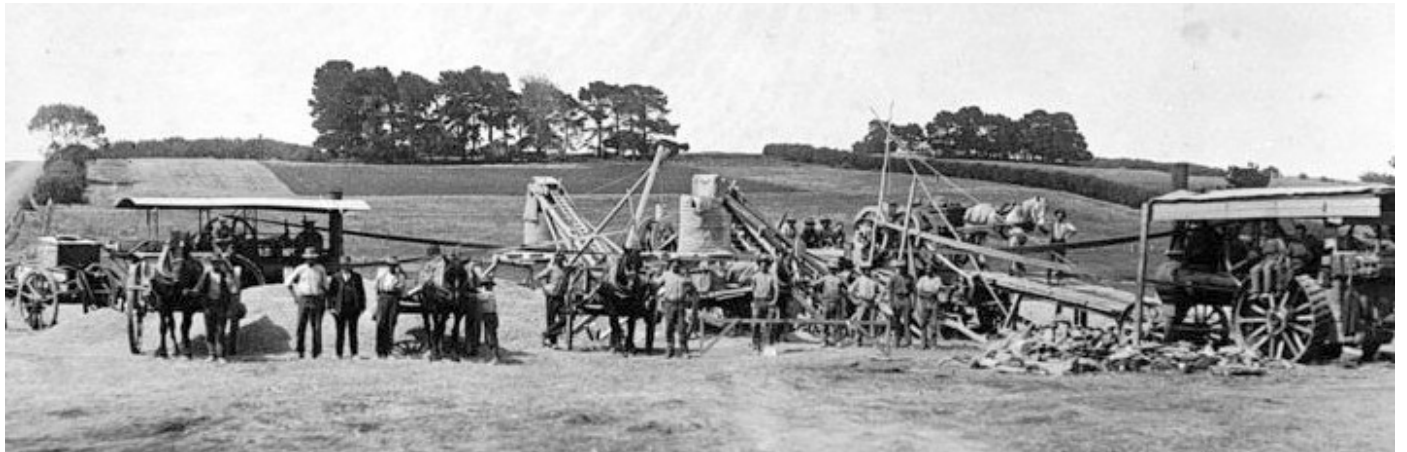
Tip trucks helped on building this road near Horsham Vic. in 1930 (image MV MM 7650) The A frame cable preceded the under body tippers, most of these were hand wound with a crank handle.



Later tip trucks would load hoppers on paving machines guided by a wire line for direction and level, which minimised the amount of hand labour required to pave a road surface over the prepared and rolled subbase as can be seen on the elevated road on the



Traction Engines really supplied a lot of grunt, Here an “elevating scraper of some sort is lifting overburden into wagons drawn by a Cletrac W crawler (complete with its water bath air cleaner)



Bridge construction Grasmere Vic 1923, one traction engine drives a rock crusher and another drives a concrete mixer while the crew and horses pose for the photographer. The heap of sand and firewood will keep the plant busy for a while, and the water cart will be in demand for steam.

Below, somewhere in the UK this Traction Engine is towing a Tar Spray unit. The spray mechanism seems to be powered by ground wheel drive and the operator communicates by hand signals and the spray bar is well shrouded.





Not all roads were gravel or asphalt, some were concrete, and these Model T Fords were fitted with side tipping trays to fill between the forming boards while a screed board followed.



In 1938 the CRB got its first RD7 and it headed for Tawonga near Mt Beauty on a Yellow Express .

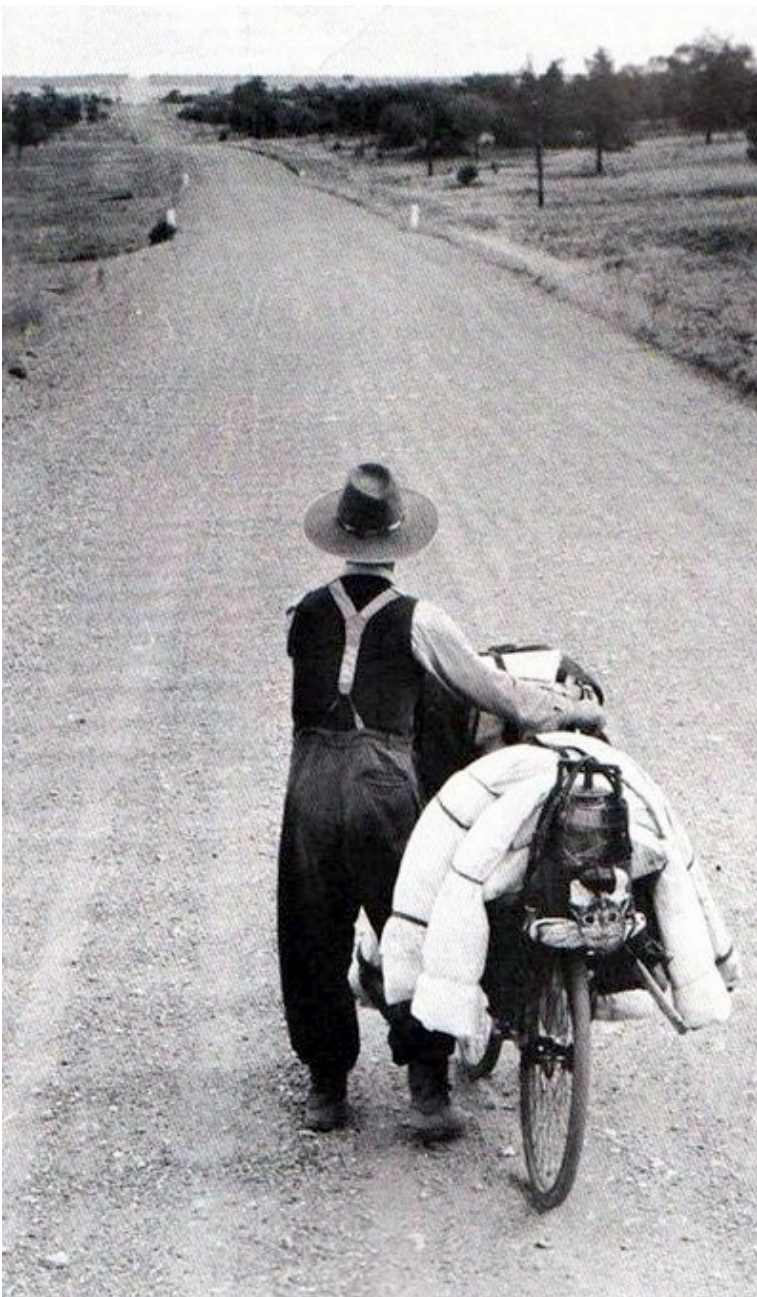


If the going got a bit heavy you could call in some help, or if it got a bit soft you hoped that you did not have to get off.





Our early roads used fords and timber bridges where they could, but Punts were common on rivers. The punt pictured above was at the bottom of Punt Road hill, Melbourne in 1855 (Nat Library pic).

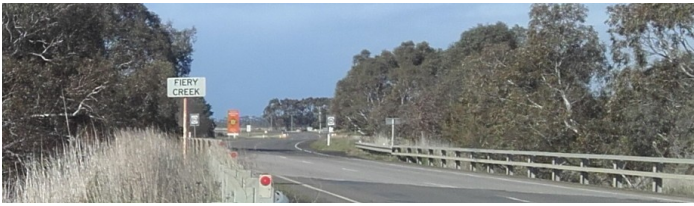


The last pages have tried to take a look at the people, draft animals and machinery that made and used our roads in the vintage years and left us with the fabulous picturesque and serviceable roads that we have today. Ed.



FIREWORLD

This GEM OF THE WEST is a Museum set in the building that was once the local school at Streatham on the Glenelg Highway where it crosses Fiery Creek, about 25 km West of Skipton. Fireworld was opened in 2001 as a CFA Museum and Discovery Centre, as a Centenary of Federation Fund Project and it is managed by the Streatham, Mininera & Westmere Community Development Committee.



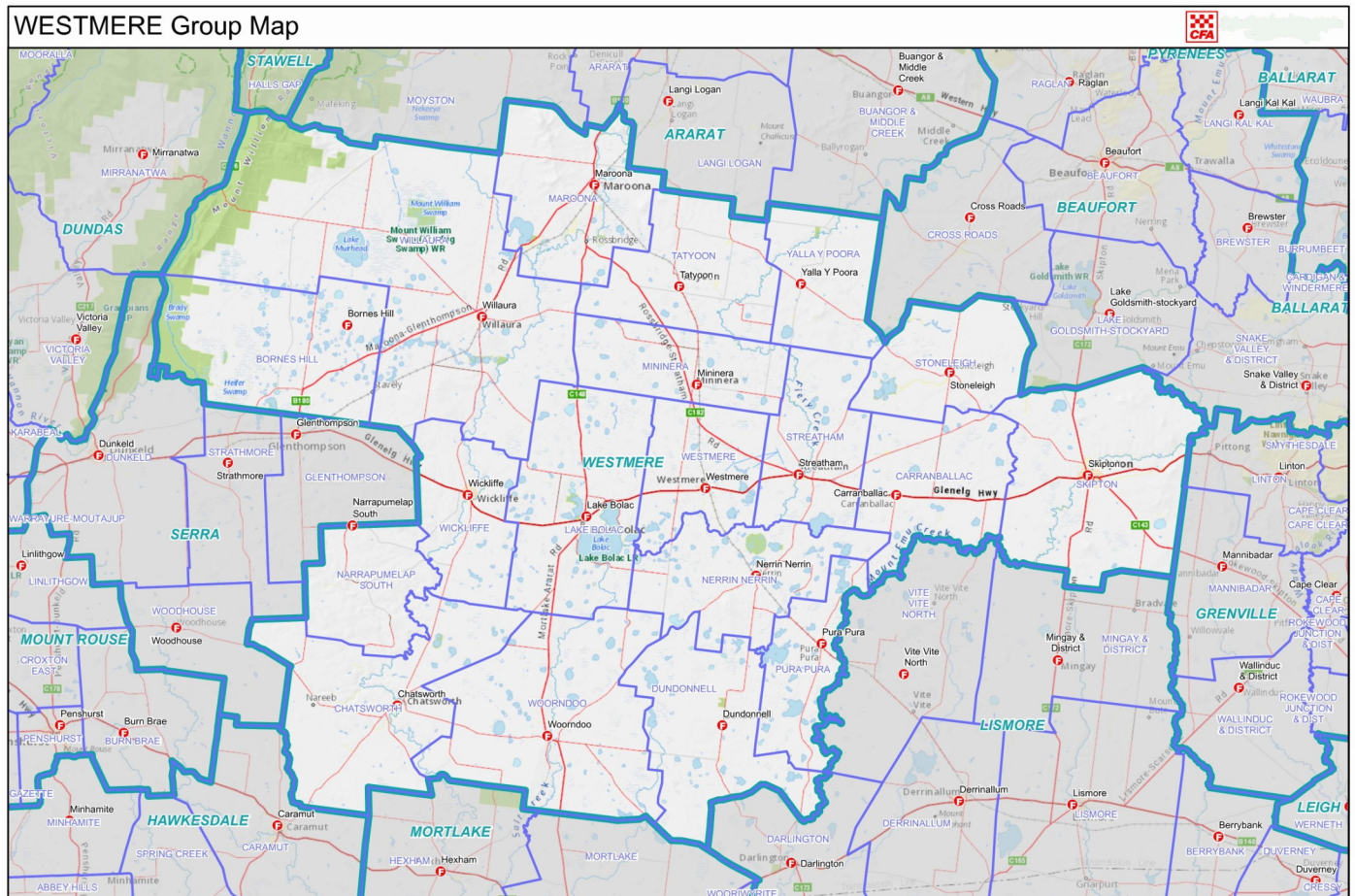
Streatham is Located in the Country Fire Authority's (CFA) Westmere Group which is part of district 16 which has its headquarters at Ararat on the Western Highway. The Westmere district covers a large area of fire prone cropland and fire preparedness has always been a priority.

Communication of long distances has always been difficult, and before telephone and wireless, towers and lookouts were used to spot fires as early as possible and organise some means to combat it.

In the 1930's and 40's there were many fires in the area, as there were in the rest of the state. As fortune would have it there was some local talent in the Westmere group that took up the challenge of improving communication's. Telephones had been established in the area using overhead wires.

The then PMG telephone service connected farm and farm and farm to fire station, but vehicles were on their own after they left their base.

During World War 2 there were serious fires from 1939 on, and with so many men in the services there were less available to fight them. In an effort to overcome the communication barrier. Hugh O'Rorke MBE of Westmere acquired some old telephones and converted them to "portables"





which could be attached to telephone lines near the fire front.

The telephone gave direct access to their headquarters, and “runners” could keep the firemen at the front updated. Fire-world has a collection of phones, including some of the “Magneto” phones in use in the area at the time. (pictures on left & right)



Wartime restrictions prevented the use of 2 way radios, and the phones were the best alternative at the time. The system was not perfect, but it was a vast improvement when it was introduced at the time of the 1944 fires.

1944 was also the year that the CFA was created by the Victorian State Government.

With the end of WW2 in 1945 surplus Military radios became available. Hugh O’Rorke (seated at Right) moved to acquire what was available and to have it modified for their use in fire fighting vehicles which would communicate with a base transmitter.



Much of the modification of the military radios was done by Bert Setrine who was a radio technician with 3BA at Cardigan near Ballarat.



Military radios required some training to operate, the next problem was to obtain government permission to operate and licence the system and train operators. Getting permission was a major undertaking that is well documented at the museum. It almost seems inconceivable that a government would not have pushed a scheme that had the potential to solve the difficulties of communication that were recognised as a major limitation in coordinating firefighting, and one of the difficulties that the CFA had been formed to overcome.

Perseverance paid off and Hugh O’Rorke introduced a communication network “The Westmere Fire Brigade Radio Network VL3KJ” on the 19th of December 1946, operating from a base at his home near

Westmere

On 19th 1947 the mobile transmitter VL3KK was used at a fire for the first time. These transmissions were monitored by Bert Setrine at 3BA and sent to the studio for transmission to the public.

The system evolved with the help and assis-



tance of other members and spread to other areas of the new CFA and became a model world standard.

All of this was developed by volunteers at their own expense.

The system just got better and adopted new technology as it became available, many of which are on show at FIREWORLD as seen below.

In 1949 Lismore, to the South received PMG licences to use exmilitary radios in their Fire Brigade, and a few years later, in nearby Derrinallum, Douglas McLeod formed McLeod Electrics to build and install 2 way radios of his own design which became the first dedicated CFA radios. The CFA later changed frequencies which opened the supply to mass market radio manufacturers. The company produced whip antennae's for local sale and export, and remained in business until Mobile phones took over.

The business employed 11 people in the 1970's. Doug passed away in 2013.

Radios are not the only firefighting gear on display at FIREWORLD



On the left is a collection of beaters and hoes and a fire hook. This tools have been used over the ages and the fire hook goes back to Roman times, they are still made in a variety of forms for fire fighting, particularly in buildings.

Below right is a collection of items including a Tomahawk in a scabbard and a large and small kerosene Lantern for night work.

Bare wick Kerosene Lanterns could be quite effective in quantity, and provide an eerie effect. Another item that is



not liable to be seen at a fire any time soon is the horse pack saddle. (on the top right next page) and the foam knapsack on the right.

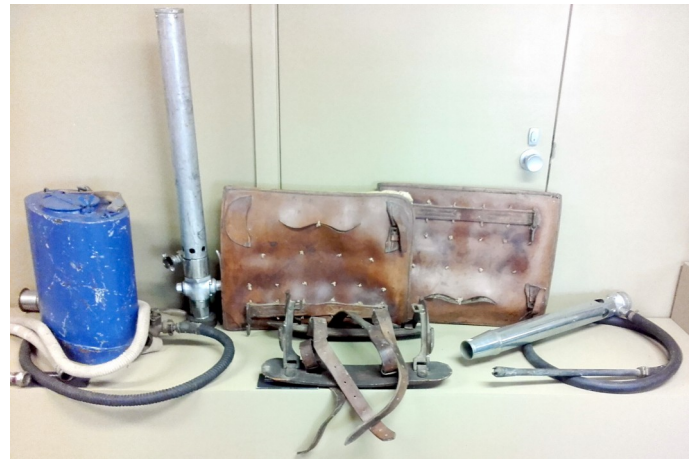
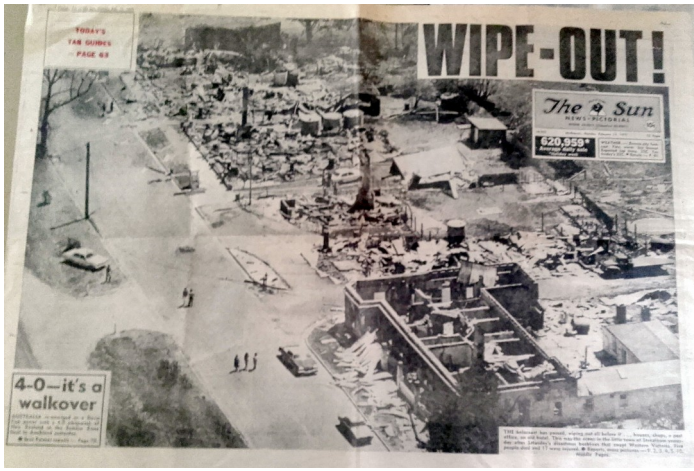
The original mobile base station VL3KK is shown in the centre picture above.

In 1977 Streatham was nearly burnt out by a bush fire, as can be seen on this front and back page of the Sun. (picture next page) This fire did some serious damage and the residents had to shelter under the Fiery Creek Bridge shown on page 26.

For anyone interested in CFA history, or the use of early mobile communication systems a trip to FIREWORLD is a good place to start. To organise a visit contact the Secretary, Ms Dorothy Dunn on 03 5350 7580 to confirm arrangements or make a group booking.

cont





The map on page 26 shows the areas of the 19 brigades that make up the Westmere Group. These Brigades are equipped with CFA owned vehicles and community owned vehicles acquired by local communities for use by the Brigades.

In addition to the vehicles associated with the Brigades there are around 200 privately owned vehicles which range from Ex CFA vehicles to semi trailer tankers which are used to transport water to vehicles at the front.

The Streatham CFA fire Brigade (above right) backs onto the FIREWORLD Museum.

As with other districts, volunteering for service with the CFA in Westmere can involve more than fighting at the fire front.

On the right Dorothy Dunn explains some of the Museums many exhibits and unique collection pieces to Ron Harris.

Lake Goldsmith Rally visitors will be familiar with two privately owned tankers in the Westmere group which are owned by the Loader family at their 6 Trees property near Streatham. They are shown below with Judy Loader. Ed.



SEM Fire & Rescue

On page 3 of the last edition of Goldsmith we showed a picture of a new SCANIA pumper what the CFA had made available from the manufacture SEM Fire and Rescue who are located at Wendouree, a suburb of Ballarat . John Kirkpatrick and his brother arranged to pick up and return this vehicle as it could only be driven by CFA members.

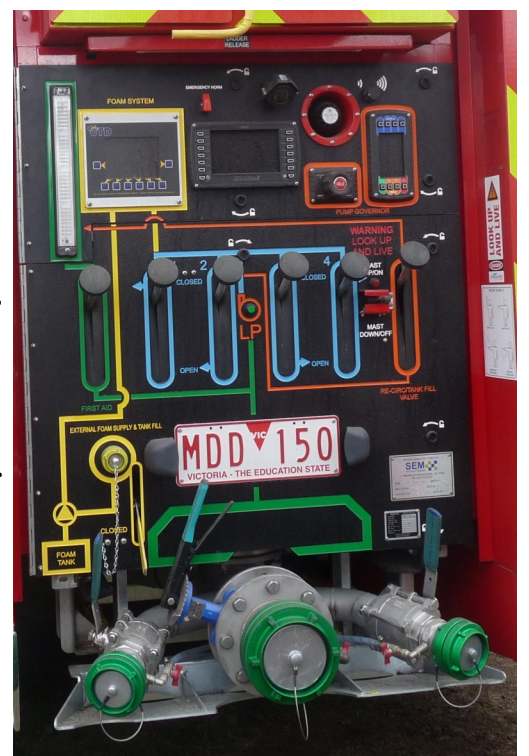


This pumper truck had not been appropriated to any Brigade, as can be seen from the lack of signage, but it was fully fitted out and ready for action.



The dual tilt cab is comfortably set out and the roller door side lockers provide easy access as does the suction manifold at the rear.

This vehicle received a lot of attention at the rally, particularly amongst the CFA members who visited but had not had a chance to see it, others who had were happy to demonstrate its virtues.





With the doors up, everything in the lockers is readily accessible. The hose reel is on a swing out mount and located over the delivery hose manifolds, which in turn are mounted over the pump and manifold module, which sits behind the water tank as can be seen below left on a similar vehicle be-



ing assembled in the SEM Fire & Rescue factory in Wendouree. These vehicles are a compact assembly of modules, the base is a sub frame which sits above the truck chassis as can be seen under the tank, and in closer detail on the heavy tanker chassis (above right) where the pump shaft can be seen driven from the gear case attached to the input end of the Allison transmission. The locker modules can be seen left & right.



Special fire fighting vehicles have been made in Ballarat since 1955 when the CFA set up a work shop to build its own vehicles. Later the government decided to privatise the work and Skilled Engineering & Manufacturing became the new owners. At some point in the late 1960's a larger factory was needed and the works moved to the present factory which is suited to production runs of special vehicles. SEM Fire & Rescue was formed in 2008 and since 2011 it has been owned by the Varley Group, an Australian Engineering and Transport Manufacturing Company based in Newcastle NSW. Varley started in business in 1886 as Plumbers and Boilermakers and now operate in road, marine and aerospace industries for commercial, Government and military use.

SEM Fire & Rescue are predominantly involved in the specialist fire fighting requirements for the CFA, but they are not restricted to this field. Over the years vehicles have been produced for other States and other uses such as Ambulances. A collection of vehicles are kept on the office walls at the

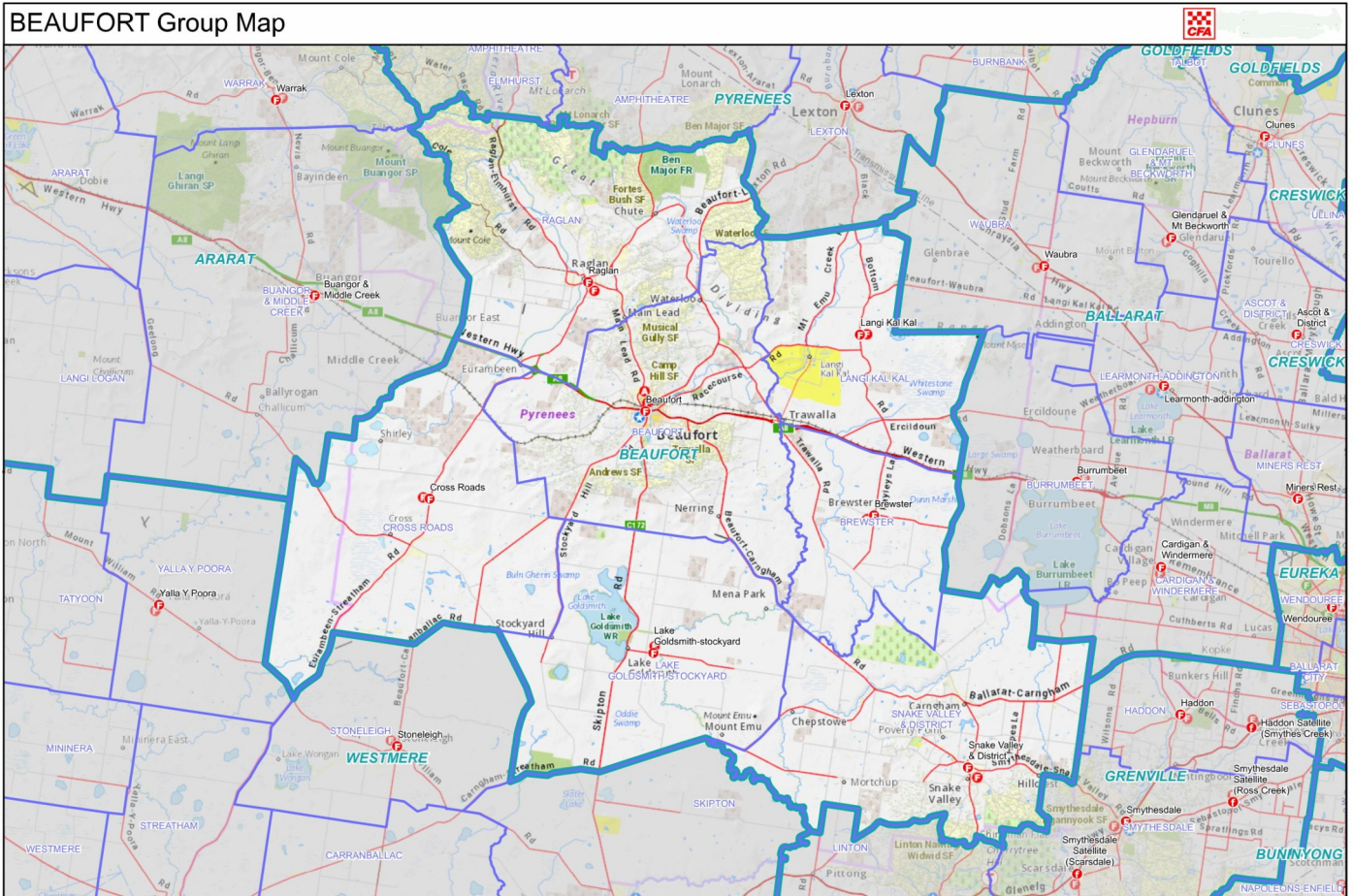


factory. These pictures include deliveries to Northern Territory, South Australia and New South Wales, and special response and Aviation Fire Fighting vehicles.

SEM have in-house design, manufacture and assembly capability and work with local specialist industries. Their efforts to support the CFA Rally at Lake Goldsmith last May are appreciated. Ed.

BEAUFORT CFA GROUP

BEAUFORT Group Map



The Lake Goldsmith & Stockyard Hill CFA Brigade is one of seven brigades in the Beaufort Group. Our Rally Ground can be seen in the background of the above picture (left) of the brigade buildings.



Both of the Lake Goldsmith vehicles were at the May Rally where the pictures above were taken. The leather beater (centre) is thought to be the oldest survivor of the brigades early firefighting gear. In edition 146 the history of the first 100 years was reprinted, a precis of which follows. The Stockyard Hill 7 Lake Goldsmith Rural Bush Fire Brigade was formed in 1905 at a meeting of Land Owners in the Stockyard Hill Hotel. The Brigade soon acquired a Wagonette with a tank and

some hand equipment that was stationed at different properties through the fire season, and the custodian of the month provided the horse for the wagon when it was needed. In 1922 meetings were held at the Lake Goldsmith School and in 1936 the name was changed to the Lake Goldsmith and Stockyard Hill Bush Fire Brigade.

They became affiliated with the Victorian Bush Fire Brigade Association, and by 1944 they had formed a group with Cross Roads, Middle Creek, Snake Valley and Skipton.

WW2 was in progress and a concern was fuel. Brigade members used their own vehicles attending fires. Fuel was rationed during the war and coupons were needed to replace the fuel used.

In 1945 the brigade became a Rural Fire brigade as part of the CFA.

In 1952 the Brigade received its first CFA Fire Engine, an Austin, which was garaged at Boyle Bros property in Frog Hollow Road.

In 1954 it was decided to form a Wireless group in Beaufort with a base radio at Buln Gherin at Stockyard Hill, and Lake Goldsmith brigade had a mobile radio in a Holden ute.

In 1962 George Mulcahy, one of our Associations founding fathers, offered the brigade land, and in 1964 the present fire station was built. In 1982 the new 2 bay station pictured on page 33 was built.

This was the year that the Lake Goldsmith Fire Brigade became the gatekeepers for the Lake Goldsmith Steam Preservation Association biannual Rallies as a fundraiser, an association that has remained in place ever since.



Beaufort CFA



The Beaufort CFA can trace its origins back to 1874. When the railway came to Beaufort the then Rippon Shire worked with the railway to bring water from near Mount Cole to the North to a small reservoir on Camp Hill just North of the Station. This Reservoir provided water for the railways Steam Locomotives and provided the town with water which had enough pressure for fire hydrants to operate without a pump to boost pressure. The early hose reel and story was in edition 147 on page 4, and their original hose reel is on display at Fireworld in Streatham.

Their Fire Station is located centrally in Beaufort opposite the Band Rotunda and it includes the earlier historic weatherboard station building.

CROSSROADS CFA

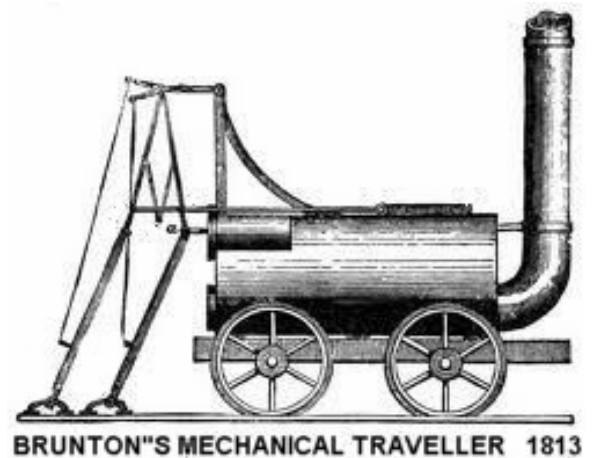
Cross roads CFA was formed in 1944, just before the CFA was created.

Like Lake Goldsmith it is located in a rural area which includes a lot of grassland



The picture below (MV MM8552) taken at a parade in Bendigo in, reportedly in 1935?, is a transition between our road making and Fire fighting themes, with firemen wearing their uniforms and Brass helmets while riding a road roller. The signwriting has been updated by someone with a sense of humour from 1919 and the speed uprated from 8mph.

This parade seems like someone was trying to send a message. Can anyone help?



In edition 142 Bruntons Mechanical Traveller of 1813 featured as the “train that walked”. Above, a road going equivalent turned up while checking out some road making gear. This really is a quaint machine, does anyone have any information on it??

The website TheOldMotor.com is worth a check out, there are some fabulous pictures there if you have an interest in early cars.

On the right is another truck with some neat radio receiving antenna, definitely not something to drive under power lines or trees.



On the left is the steam era's version of a float with a couple of cranes to unload the dozer makes a neat looking convoy.

GOLDWIND STOCKYARD HILL WINDFARM

Anyone travelling through Stockyard Hill on the road to Skipton will have noticed some changes. The old church is looking a lot tidier than it was a year ago when the picture (below left) was taken during a pre-run for the tractor trek in November 2017.



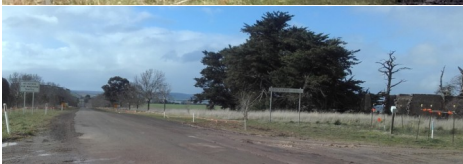
Things are starting to change, the church area is being tidied up, as can be seen above right, and



below there are a lot of changes as the road is upgraded to cope with the expected construction traffic and the construction site complex is well under way, with a well used car park. Looking North



from the entrance to the facility, and the exit is to the North side of the Church (above right).



The other change of note at Stockyard Hill is the Avenue of Honour in the Skipton Road to the North of the old Pub as seen in the picture (left) looking North, and looking South from the other end (above). The Pub is behind the trees on the left at the crest in the road. The road has been trimmed up and the trees are staked out, ready for a tidy up in the year of the 100th Anniversary of the end of the First World War on Armistice Day in November 1918. Ed.