



Goldsmith

**The Pyrenees Heritage Preservation
 Magazine No133 August 2015**

Lake Goldsmith Steam Preservation Association Inc

Registration No:- A0032895

**Rally Grounds:-1234 Lake Goldsmith-Carngham Road
 Lake Goldsmith Vic.**



GOLDSMITH SPRING RALLY No 106

Plus

**The Rassemblement de Beaufort Page 2
 & Pyrenees Lake Goldsmith Rally Tour Page 3**

Friday October 30 2015

**Great Southern Steam Trek
 Ballarat -Beaufort & Lake Goldsmith
 See page 3**



Sat Oct 31 & Sun Nov 1 2015

**International Truck Tractor & Farm
 Trek & Rally
 See page 5**



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.

A French Connection

From Heather Taylor,

Pyrenees Shire Tourism and events

An unusual coincidence for this Rally, is the arrival of visitors from France and Luxembourg where there are 13 of the more than 20 towns of Beaufort around the world. They are here for the 2015 Rassemblement de(*gathering of*) Beaufort, which this year is hosted by Beaufort in Western Victoria.

41 guests are expected to be here from the 29th of October to the 5th of November. The visitors are all billeted out to stay with local residents and they have tours arranged to local attractions, one of which is the Steam Rally at Lake Goldsmith on Saturday 31th of October.

We hope that they enjoy week in Beaufort.

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 “Goldsmith” email:-

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THE PYRENEES-LAKE GOLDSMITH RALLY TOUR

The great southern Steam Trek

The Sentinel Steam Vehicles owners are the initiators of this Rally opening event, and Paul Dove and Andrew Johnson are coordinating the arrangements for this Road Run for steam wagons and other steam vehicles.

Whilst Sentinel Steam Wagons are the core of the event, they are expecting to have the largest convoy outside the UK, Steam wagons from other makers such as Foden, Yorkshire and Clayton and Schuttleworth are expected on the Road and at the Rally

It is hoped that some Traction engines, Steam cars and Replicars will also make it to the event and make the day a spectacle for steam vehicle fans.

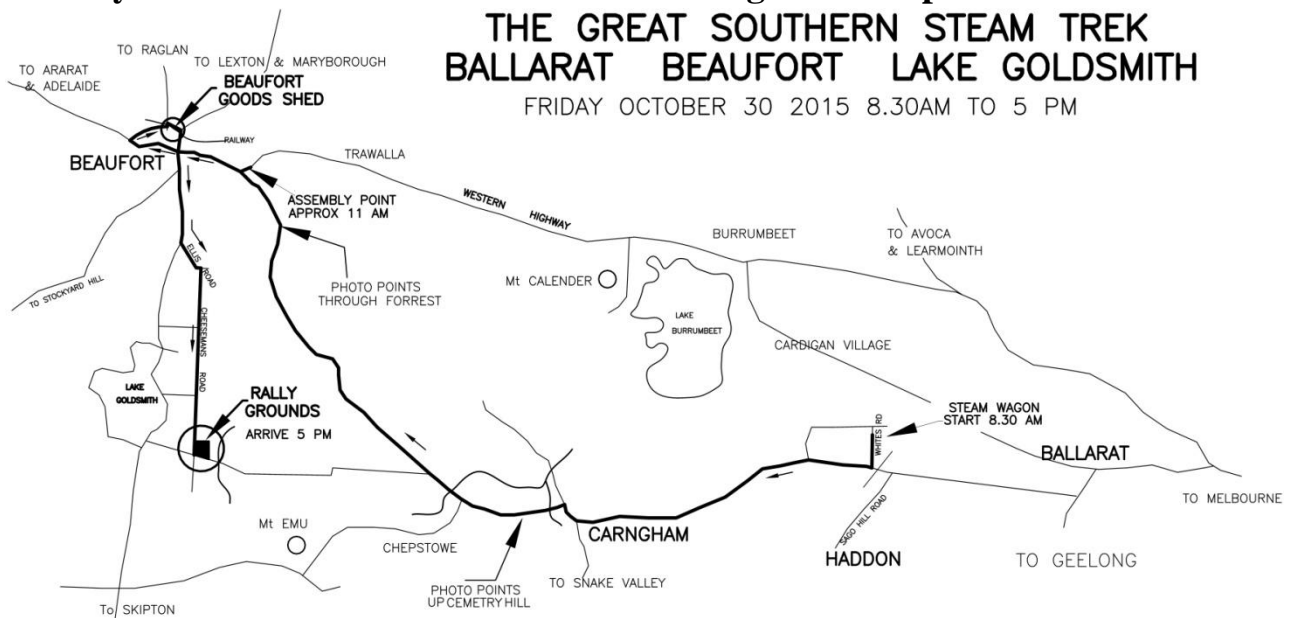
The event, especially the last leg to Lake Goldsmith is open to all historic vehicles, which it is hoped will be on show to the public at the Beaufort Goods shed grounds before being joined by the Steam Convoy. More detail will be available in the October edition of Goldsmith.

If you, or your club, would like to be formally involved in this event, or if you have a vehicle that you would like to include in this event contact:-

Ron Harris on:- 0418 514 990

Don't be put off by the formalities, if you like these events, please just turn up and enjoy the day, and bring your friends, it will be a colourful and rare event.

There will be a small assembly of vehicles outside the Ballarat Town Hall on Wednesday the 28th of October mid to late morning for some photo shots and PR

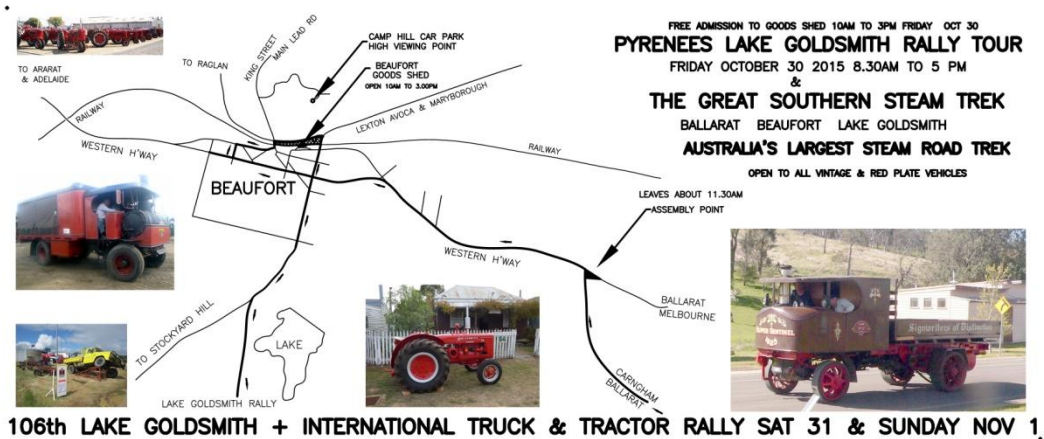


The trek will start at 8.30AM to the West of Ballarat on the morning of Friday the 30th of October 2015. It will proceed along the Ballarat-Carngham Beaufort road and

reassemble at the Parking Bay at the junction with the Western Highway for the run into Beaufort.

The run into Beaufort will end at the Goods Shed Yard in Albert Street at noon or thereabouts. They will be on show there until about 2.30pm where they will be joined by Historic Cars and Trucks that will make the run South down the Skipton Road and turn of onto Cheesemans Road for the Rally Grounds at Lake Goldsmith.

The vehicles will be on show at the Rally and in the Grand Parade on Saturday. Some will be preparing to leave on the Sunday, particularly those that have to return interstate.



106th LAKE GOLDSMITH + INTERNATIONAL TRUCK & TRACTOR RALLY SAT 31 & SUNDAY NOV 1.



The Beaufort Railway Goods Shed will have its first big event as part of a Lake Goldsmith Rally. The excellent grounds have been host to visits from local historic vehicles, and the Vic Track restored goods shed is fitted out for inside attractions as can be seen in the accompanying pictures.

The Goods Shed is ideal for this event, with plenty of room for parking of floats, vehicle displays and visitors.



Albert Street connects to the Roads to Raglan, Lexton and Lake Goldsmith, and with a rail crossing at either end of the yard, and wide roads, it is easy to have demonstration runs through Beaufort's Heritage Precinct Area.

For those not familiar with Beaufort, there is a Park with a large car park at the top of Camp Hill which is directly across Albert Street. The views of the Goods Shed and Station area is excellent, and could be well worth a visit for those who like expansive views. The park is accessible from a side Street on King Street.

The Steam Wagons, and any other vehicles, particularly the rally theme International trucks and tractors, that have joined them for the Trek will reassemble at the Goods Shed and join other vehicles that will be on the last leg of the Trek back to the Rally Grounds.



The Goods Shed will be open to the public, and the facilities will be open. There is ample parking for floats and trailers for those who will be on the last leg, and they can remain there until the end of the Rally on Sunday.

The 106th International Rally

The theme for this Rally is International, Trucks, Tractors, Farm machinery and anything else made by this prolific manufacturer in Australia or at any of their overseas and US parent plants. International trucks and tractors are a regular feature at Lake Goldsmith Rallies and they have a very active group, The International Harvester Club of Australia Inc. based at Geelong with club rooms at Geelong Show Grounds.

www.ihcaustralia.com.au



The lead up to the International rally will be covered in the October (Vol 134) of Goldsmith.

The combination of the Rally and the Trek will exceed the 10meg limit for the print quality pdf file that can be downloaded from the Website.

Before we get to the Rally we should have a look at the unique features of the Sentinel Steam wagon.

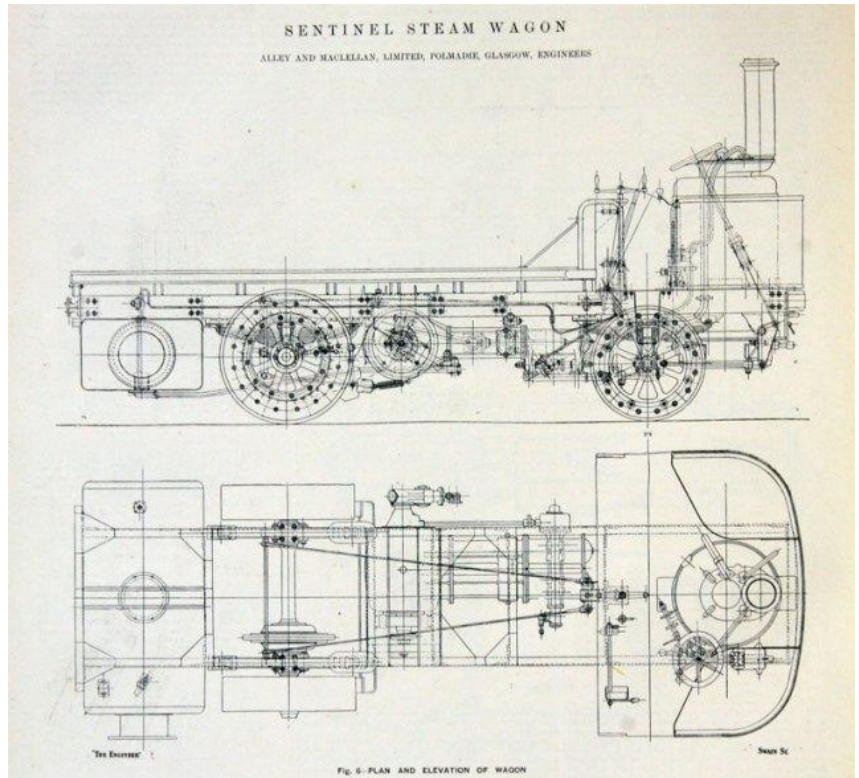
Steam Wagons bore the heavy loads while Internal Combustion was in its infancy, and they hold an important place in history.

The Sentinel Steam Wagon

The Sentinel Steam wagon started out with some designs and patents taken out by the firm of Simpson and Bibby who were based at Shropshire in England. The interests of this firm were acquired by the Sentinel Works of Alley & MacLellan, based at Glasgow in Scotland

The Sentinel Works was an established business (founded in 1875) manufacturing valves and steam equipment including steam engines, railway equipment and powered boats.

Designer, Daniel Simpson transferred to Sentinel and the first Standard Sentinel was produced in 1905. The Standard was simple and reliable and it's efficient vertical forward mounted superheated boiler, and the centrally mounted underfloor twin cylinder double acting engine, made a large tray area possible and made life



acceptable for the driver. When used with a trailer 10 Ton loads were practical.

The Sentinel was well accepted by the market and soon more factory space was required. A new factory was designed and fabricated in Glasgow, and erected at Shrewsbury in Shropshire.

Production of the Sentinel Wagon shifted to Shrewsbury and commenced there in 1915. The Glasgow works continued with its core production which included high speed steam generating plants, such as this compound in Northern N.S.W., which was later used to power a timber mill.

Daniel Simpson was General Manager of the new plant. The Glasgow plant was sold to the engineering and shipbuilding firm William Beardmore & Co Ltd.

Stephen Alley acquired the complete works at Shrewsbury and named the new business “Sentinel Wagon Works Ltd” with himself as Chairman and Managing Director. The company was renamed the Sentinel Wagon works (1920) Ltd



The Glasgow nameplate, the factory guard & the wagon nameplate.

The Standard model continued in production until 1923 by which time about 3700 had been produced. The Lighter Super Sentinel was introduced in the same year. The single chain drive to the back axle was replaced by a separate chain driving each rear wheel from a differential mounted within the crankshaft of the motor unit. Over 1500 Super Sentinels were built and they continued in production until 1933.

The DG4 was introduced in 1928. This model used an improved engine and added a second driving speed, Double Gearing hence the DG prefix. Over 850 DG's were built by 1937 when production ceased.

In 1933 the last Super Sentinel was produced and the S4 model was introduced. The S4 used shaft drive and a 4 cylinder single acting engine and 2 speed gearbox. The cabin was redesigned and the boiler was located behind the driver. Over 400 S4's were produced.

The last large order of Sentinel S6 bogie tippers was placed by the Argentine Government for 100 trucks to cart coal from the coal mine to the Rail head in Patagonia. Steam Wagon production ceased in 1951

A separate company was formed in 1923 for the manufacture of railway Steam Locomotives and a variety of wheeled and tracked tractors were produced during the 1920's. There is a lot of information available on the internet about the history of Sentinel. Searches on Sentinel or Shropshire history will yield a lot of detail, some of which has been included here With nearly 8000 wagons produced, this company has played an interesting part

in transport history, particularly when petrol and diesel lorries were in their infancy.

With the demise of the steam lorry market, Sentinel acquired Garner Motors for a short period, and after WW2, during which they had been engaged on war work, they introduced their own range of Diesel lorries which continued until 1956 when the factory was acquired by Rolls Royce for Diesel Engine production, which continued until 1983 when Perkins took over. Later Sentinel Training and Sentinel Manufacturing were formed. Perkins Engines and CAT remanufacturing are still in operation today.



Try www.sentinelmanufacturing.co.uk/our-history for more back ground.

William Adams were the agents for Sentinel, in Australia, and the Super Sentinels that are expected to form the core of the Wagons in the

Great Southern Steam Trek

These wagons arrived here via the companies Melbourne and Sydney offices. William Adams advertised the S4 but none are thought to have arrived here through them. Some have arrived since, imported by privately collectors.

The last new Sentinel Steam Wagon arrived in Australia in 1927.



WILLIAM ADAMS & COMPANY LIMITED. +GF+ the World's Best Pipe Fittings.

SENTINEL STEAM - WAGGONS

SHAFT DRIVEN — PNEUMATIC TYRED

A black and white illustration of a vintage steam-powered truck. The truck has a large boiler, a tall smokestack, and a flatbed trailer. The side of the truck is labeled 'THE DEVON TRADING CO. LTD. BIDEFORD'. The front of the truck also has 'THE DEVON TRADING CO. LTD. BIDEFORD' written on it.

One of a Fleet of S.4 Tippers in the service of a famous British firm of Contractors.

Steam has long been recognised as the most reliable motive power — and with the many remarkable improvements now embodied in the Sentinel Steam Engine and Boiler it can be safely said that no more efficient and reliable power plant for road vehicles exists to-day.

Notable features of these modern units are their lightness, simplicity and efficiency. For example, the 4-cylinder engine, which develops 120 brake horse-power on a steam consumption of 14 lbs. per B.H.P. per hour, weighs only 1,000 lbs.

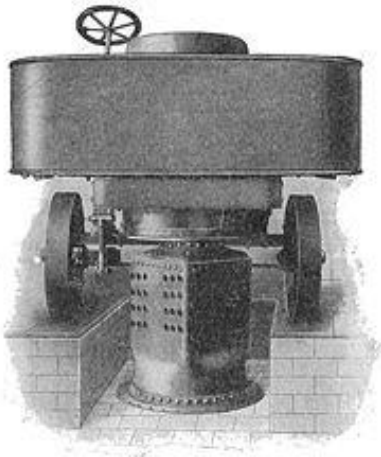
PRICES AND FULL PARTICULARS ON REQUEST

SOLE AGENTS IN AUSTRALIA.

Owing to constant fluctuation in costs, prices shown herein are subject to change without notice.

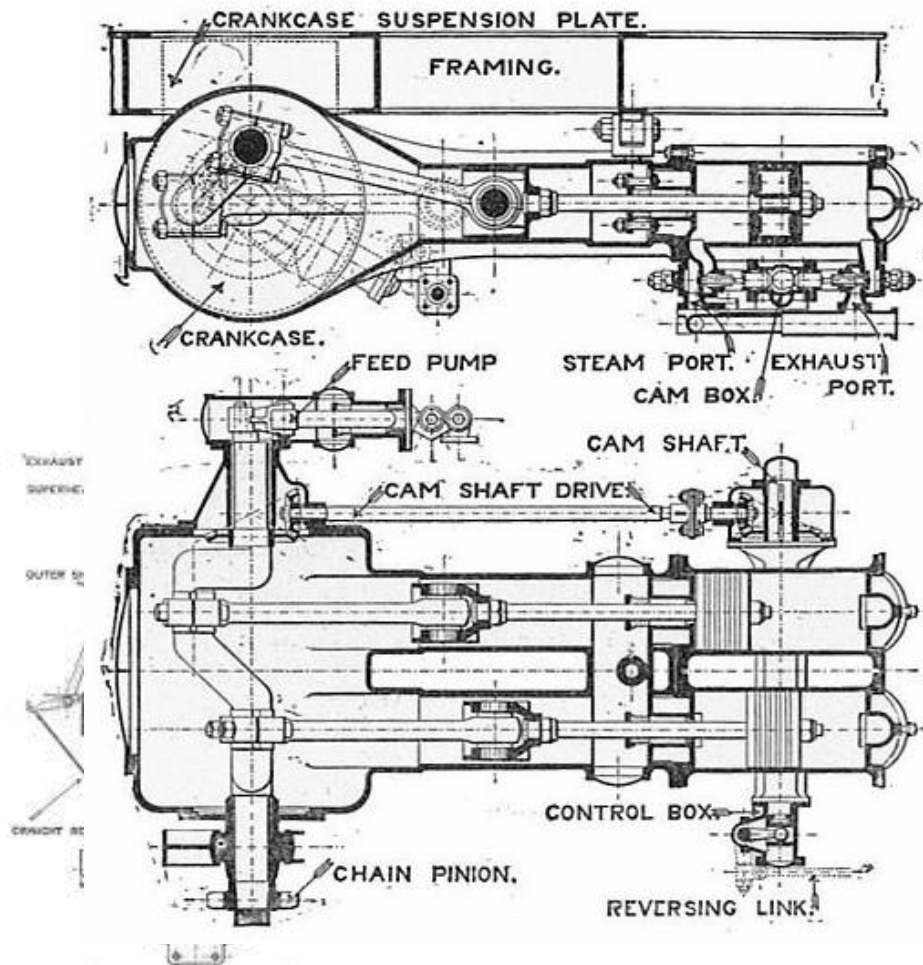
The Standard Model Sentinel 1905 to 1923

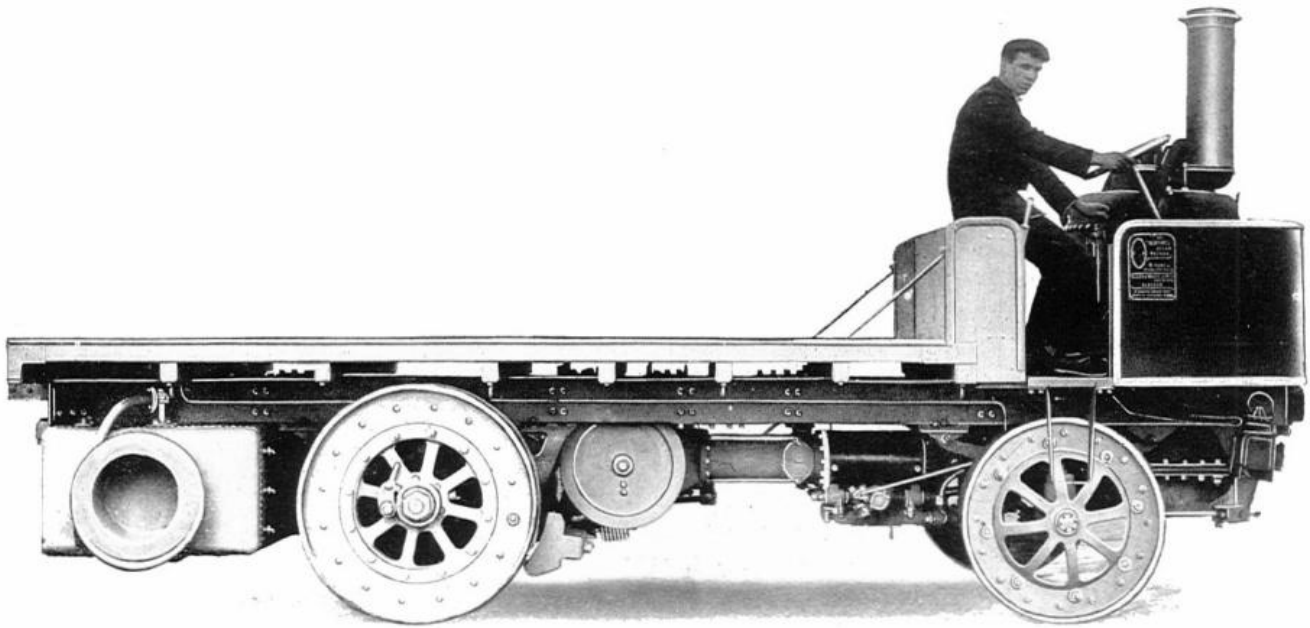
A vertical boiler was a feature common to all models. The standards and later models after 1932 used a vertical boiler with a removable square firebox which was fitted with inclined water tubes. A superheater was used and the boiler pressure was typically about 230 psi. and could raise steam in an hour. The firebox could be lowered to the ground for cleaning, as shown below, without having to remove the boiler from the Wagon. This was recommended at 2 to 12 month intervals, depending on water quality.



On the left, an early Standard Model is shown with the square fire box dropped into a floor pit for cleaning. The drawing on the left shows a section through the square firebox boiler. The water tubes

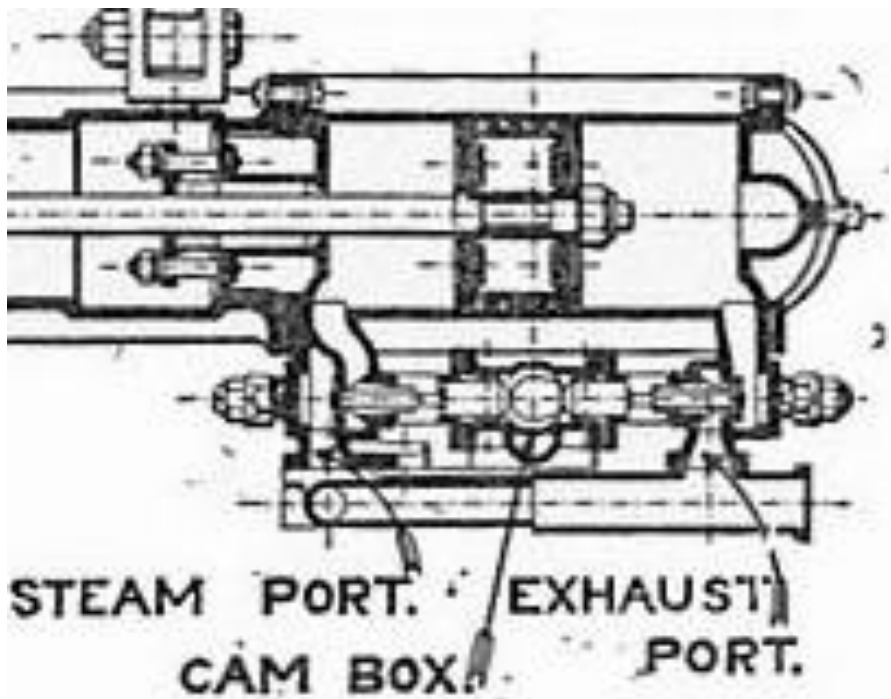
double as stays. The superheater coil sits above the water tubes, and both leave a clear central opening for coal or other solid fuel to be dropped in from the central top firebox door. An ash pan below the grate can be filled with water. The drawing on the right shows the arrangement of the standard model engine. The single speed chain sprocket is mounted on one end of the crankshaft, and the water pump is mounted on the other. The camshaft is mounted below the cylinders and is driven by a side shaft and 2 sets of bevel gears.



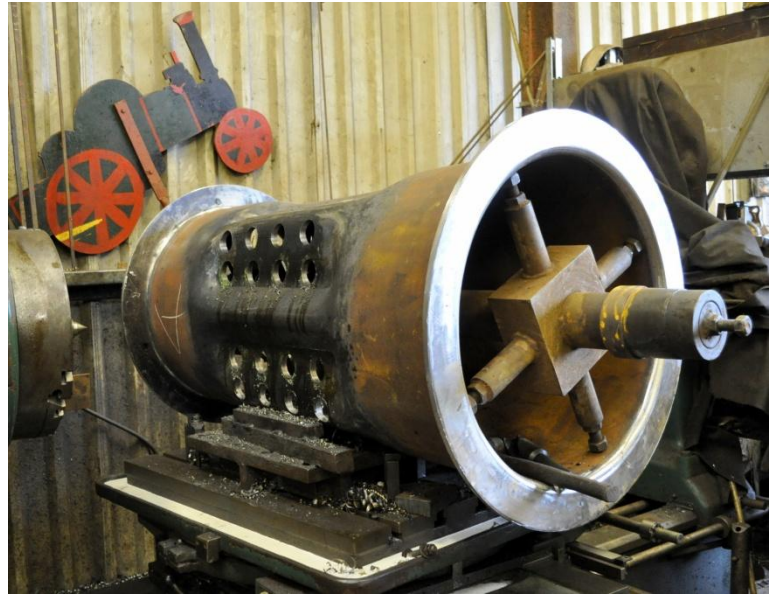


The picture above shows the arrangement of the Standard Sentinel, and shows the easy access to the valve assembly and warm up drain cock.

The valves are similar in operation to the poppet valves used in the internal combustion engine, but totally different in construction. The valves are opened by a pressure sealed pushrod. These pushrods push the bottom of a bucket or thimble which sits inside the cylinder space,(exhaust port) or



steam manifold(inlet port) and is held against the 45 Degree valve seat by a spring inside the bucket. The spring is held in place by a sealed cap and bridge piece on the cylinder head. This arrangement makes the thimble valves very easy to remove without affecting the seal on the pushrod, which functions as the valve stem. If the engine is to be out of use for a long time, or the engine has been shut down wet, it is necessary to remove these valves to avoid damage. The valves have 2 selectable shutoff positions, at about 80 degrees for heavy work and 30deg for running.



The above Standard Sentinel Wagon is owned by Bob Butrimis and Bruce Roberts from South Australia. This Wagon was built near the end of Standard production. The water pump can be seen clearly, and the single chain driven differential can be seen on the rear axle.

The photo on the upper right shows the new square fire box being machined to fit the new water tubes. Hopefully this rare wagon will make it to the rally, and if all goes well it may be in the Steam Trek

The Super Sentinel 1923 to 1933

The Super Sentinel was lighter and cheaper to produce than the Standard. It used a similar vertical boiler. The main difference was the use of a circular firebox with a spiral water tube array manufactured by Galloway. The firebox could be dropped in the same way for cleaning

The firebox on the right (below) was manufactured by Galloway until their demise in 1932. The “spiral” water tubes can be seen in the corrugations pressed into the firebox wall. This arrangement is typical of the vehicles that will be seen on the Great Southern Steam Trek. This boiler owned by Paul Dove, has been fitted with new water tubes, as can be seen in the photo below.





The photo on the left gives a good idea of what the boiler and accessories look like when assembled for inspection. The picture below shows the boiler fitted to the wagon frame with the pipework installed. The waste heat recovery feedwater heater can be seen beside the boiler

This Sentinel has been restored recently in Sydney by Paul Dove with help from Karen and daughter



Emily,(seated) all of whom have had a

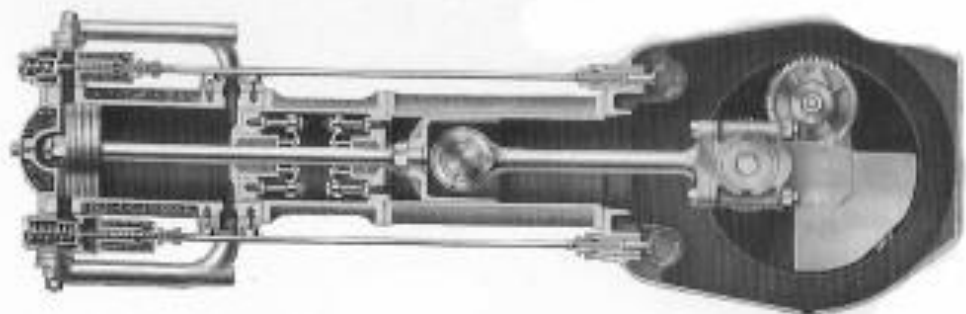
longstanding involvement with Lake Goldsmith Rallies.

Paul has also been a prime mover in organising the “The Great Southern Steam Trek”

The engine is similar to the Standard that it is a twin cylinder double acting.

The extended

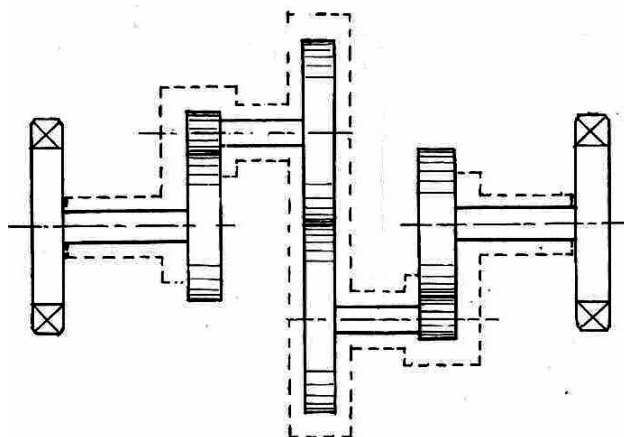
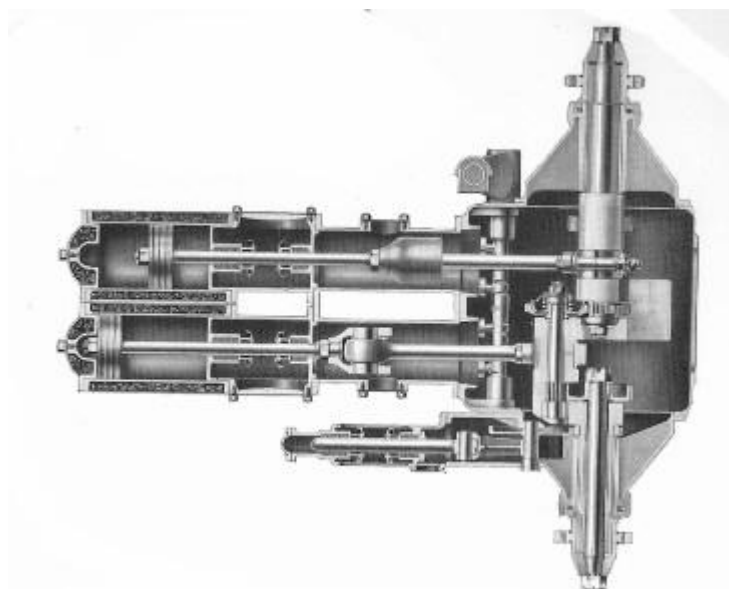
piston rod has a steam gland at the cylinder end and an oil gland to keep moisture out of the sump.



The single, gear driven camshaft has been replaced by 2 camshafts and long pushrods. The top camshaft operates the inlet and the lower camshaft operates the exhaust valves. The under piston side is fed from long transfer ports. The valve thimbles, pushrods and glands are similar to the Standard model, and the inlet thimbles can open to relieve any hydraulic pressure which may occur if water accumulates in the cylinders.

The Super Sentinel is fitted with a balanced crankshaft which incorporates the limited slip differential. The drawing on the right shows the

arrangement of the differential gears and shafts within the dashed crankshaft outline. The Sprockets are shown on the outer ends of the shafts.



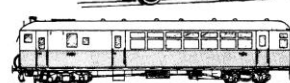
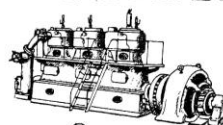
The cutaway on the left shows the General Arrangement. A cone clutch can be seen in the gear at the top end of the lower bigend journal. This clutch is set to resist differential movement until there is a large difference in traction between each driving wheel. This allows the clutch to slip when cornering, but resists wheel spin when either wheel loses traction. For 1923 this was a novel innovation that must have helped when working in slippery construction sites.

The actuator that controls steam cutoff and rotation reversal can be seen at the top end of the inlet camshaft.

For anyone interested in more information on the Sentinel the books by W Hughes & Joseph Thomas are a must, and some samples from this work are included here.

Later DG models and railway engines used an improved version of this engine. The Under piston cylinder valves were relocated to eliminate the dead volume of the long transfer ports, and a 3rd cutoff settings were added to improve efficiency and the thimble valves were replaced by more conventional poppets.

'The Sentinel'



Volume 1
1875-1930



W.J. Hughes
and
Joseph L. Thomas

The Super Sentinel:-

Produced 70 HP and had a torque of 3086 lb ft.

It normally operated at 25mph but has hit 40

Boiler pressure is 230psi, & superheat temp to 340C

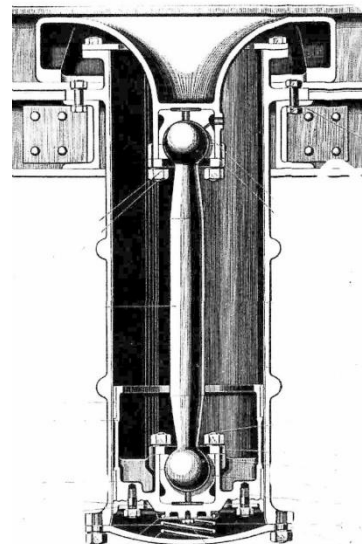
Engine/ Transmission unit weighed 22cwt (1100KG)

The bore is 6 ¾" Ø with a stroke of 9" .

Boiler capacity 50 Imp Gallons produced 1200lb/hr of steam.



The above 3 photo's show the valve access ports and the thimble valve assy.



The above picture shows the twin chain drive on the rear of Sam Newman's Sentinel. This wagon was a 3 way tip tipper, but following the theft of the injector that raises the tilt cylinder, it is being assembled as a tray. The water tank that is normally under the rear of the chassis is located behind

the cab on the tippers. A section view of the tilt cylinder is shown on the right.

Science works have a restored tipper that can be seen at:-

<http://museumvictoria.com.au/collections/items/407359/steam-wagon-works-ltd-super-sentinel-circa-1924>



Scienceworks Sentinal Tipper, (Ben Klaster pictures.) The restororarian of this Wagon was started by Peter Adams and completed by Ben Klaster, who also restored Peter Jackman's Super Sentinel on page 12.

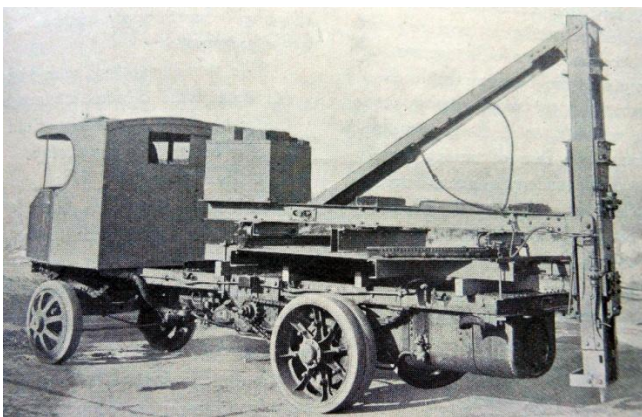
The Super Sentinel below is owned by Andrew Johnson, and it is a familiar



sight in the Ballarat area and at Lake Goldsmith. The Wagon has already driven to a Lake Goldsmith Rally, where this picture was taken. The signwriting is a giveaway to Des Langs past involvement in the restoration of this Super Sentinel.

Andrew is the co-organiser of the Steam Trek with Paul Dove.

This Wagon started life with a building foundation company and a steam hammer pile driver was attached to the rear. This required a lot of steam and the wagon was fitted with a heavy duty boiler by the manufacturer. This vehicle still has its William Adams agents plate attached. The pile driver has vanished into the mists of time, but fortunately some pictures have survived.

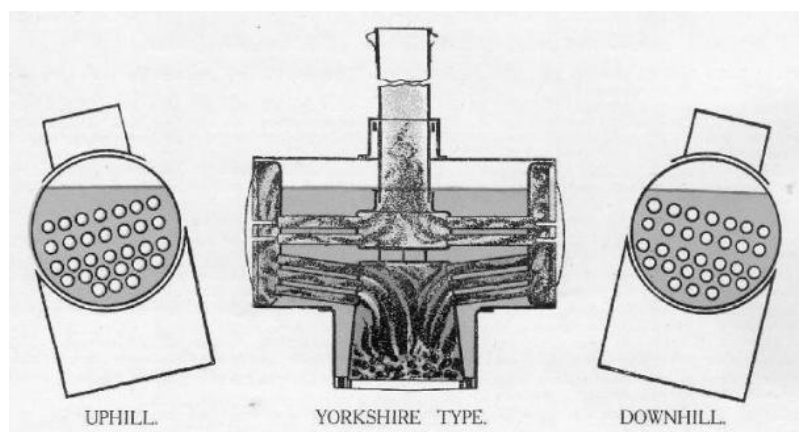


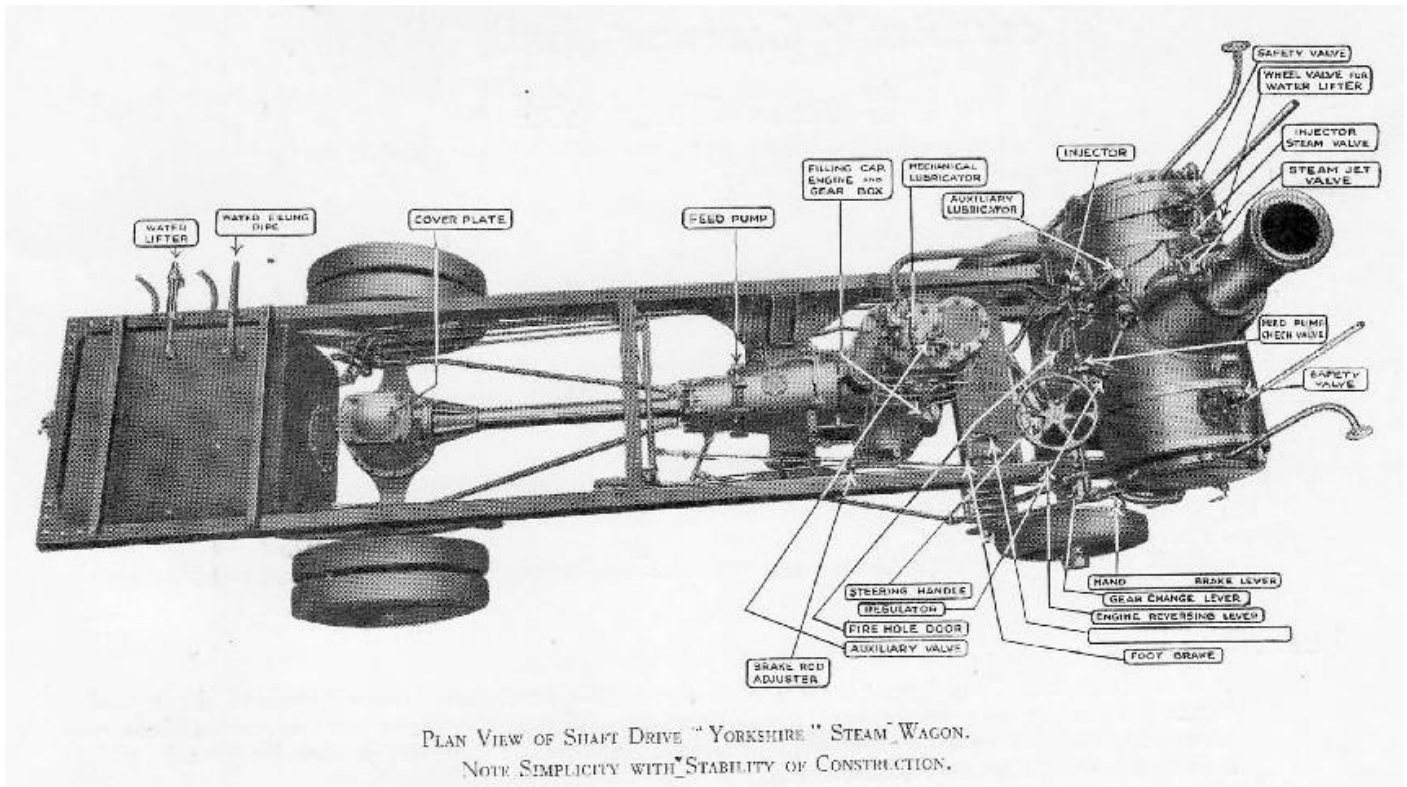
Whilst the Sentinel Steam Wagon owners have organised the Steam Trek other Steam wagons are expected to be on the Trek, and there are others that will be at the Rally but will not be on the Trek .

THE YORKSHIRE PATENT STEAM WAGON CO.

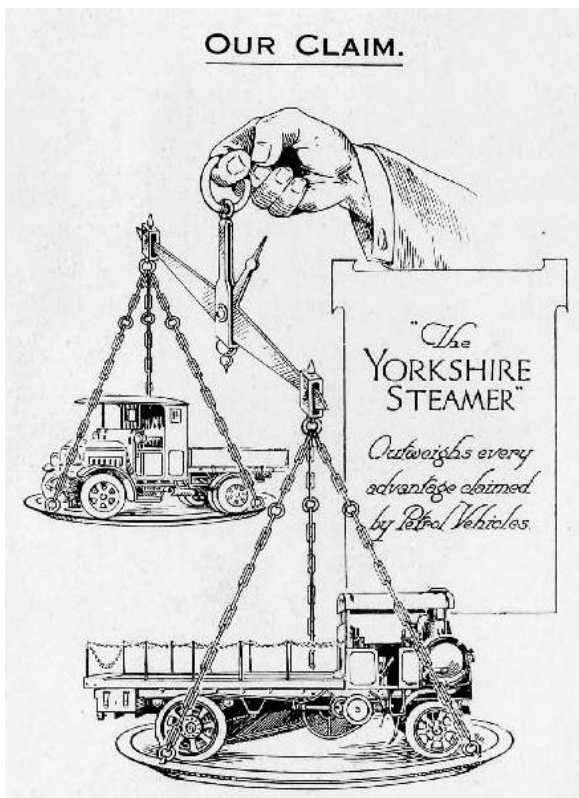
Hunslet, Leeds England

This UK company produced Steam Wagons from 1901 to 1937 during which time 1356 wagons were produced These wagons used an East-West double ended boiler with a central firebox. Early models used chain drive and later models had 2 road speeds and shaft drive.





The above drawing shows the typical wagon layout for shaft drive models. The engine sits vertically behind the driver and fireman and the boiler is in front. Brakes are fitted to the rear axle, and the transmission (2 or 3 speed) and engine are all sealed.



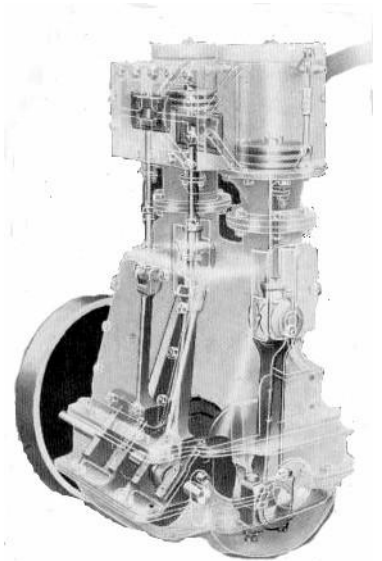
The engines use reversible slide or piston valve gear, and a “simpling” valve can be used to run the compound engine as a high pressure twin, for extra power or easy starts.

The boiler is fed from a pump which is continuously driven from the transmission and an injector mounted in the cab,

On the left is the promotional claim:-

The Yorkshire Steamer

Outweighs every advantage claimed by petrol vehicles



If all goes to plan. There will be 2 “YORKIES” on the great Southern Steam Trek.



The green 6 ton Yorkshire wagon on the left is owned by Robin Gibb, as is the Super Sentinel on the right. It is a chain drive WE model and was built in 1922.

The wagon on the right belongs to Dave Mickle. This picture was taken at the Melbourne Steam Centre at their 2015 Steamfest. It is a WG model built in 1924 and has a shaft drive with 3 speed transmission and the engine is fitted with piston valves.

Fodens Ltd

Sandbach Cheshire England

Fodens produced a range of steam powered vehicles, in particular from our perspective are their traction engines and road Wagons. The Wagons were produced from 1901 to 1932, during which time 6500 were produced. The 1923 C type wagon pictured below is a regular sight at Lake Goldsmith Rallies, and it is a familiar sight on the Road between Snake Valley and the Rally Grounds where the photo on the lower left was taken. The photo on the right was taken at the Ballarat Heritage Festival.



A background story of the Wagon and the Navy Steam Club can be found in:- Goldsmith No 125 (which can be downloaded from:-

www.lakegoldsmithsteamrally.org.au under the magazine tab

The article outlines the history of the Navy Steam Club and some history of this Foden Wagon which they have had since 1969. The Steam club members all Navy personnel and are stationed at HMAS CERBERUS which is a training base at Crib Point near



Hastings in Victoria. Steam is now a nostalgic memory for ships and stationary plant at Naval bases, but the Steam Club use it to advantage and present inadvertently as a high profile Public Relations team in places where a ship could never be. The Navy Steam Club can be seen at many rallies and other public events where they are a popular and well turned out team.

The photo on the left was taken when the wagon was recovered from a quarry at Emu Plains in New South Wales in 1969.

Ransomes Simms & Jefferies Ipswich Suffolk England



Fig. 41. Five-ton Overtyp Steam Wagon by Ransomes, Sims & Jefferies Ltd.

The 1923 ex CRB Ransomes Wagon above is currently being repaired, and it is hoped that it will be ready for the Rally, and with some luck the road run. The scan on the right is from an earlier day and comes from Graces Guide where some history on Ransomes, and pictures of their early products can be found.

These wagons had an unusual “Pistol Boiler”. The conventional fire tube arrangement is fitted into a boiler which I understand, is formed from 4 plates, one of which is the pressed firebox. The other plates are the smokebox tubplate, and 2 plates that are riveted together to form the outer shell. The boiler shell had a distinct curve at the bend, reminiscent of an early muzzle loading pistol.

An interesting bit of trivia is that Ransomes produced the first powered commercially available lawn mower, many of which still survive today.

Clayton & Shuttleworth **Lincoln England**



This very rare 1916 5 Ton Clayton and Shuttleworth Steam Wagon is a resident of Lake Goldsmith.

It was restored by John Norris and friends over a long period and exhibited by Eric Wolverson at Lake Goldsmith Rallies.

Unfortunately the Clayton will not be in the Steam Trek. It is still fitted with its original steel wheels which keep it off the asphalt, but it will be at the Rally.

This wagon has had extensive restoration works carried out. The boiler was fitted with a new shell in 1975, and later the firebox crown sheet and tube plate were replaced. Neil Bandenoch made new drive gears, and a new body was fitted.

The wagon spent its working life near Canowndia, north of Cowra in New South Wales. The Engine is a double Crank Compound with a piston valve on the high pressure cylinder and a slide valve on the low. The transmission has 2 speeds and a chain drive to the rear axle. Only 5 are known to survive. Again Graces Guide can help with Clayton & Shuttleworth background.



Tom Lord -Replicar

Geelong Victoria

Tom Lord has recombined a selection of vintage truck, wagon, train and tank parts to create this 21st century Steam Wagon. The boiler is from a Super Sentinel and is oil fired, the chain drive rear axle assembly is from a 1915 3 Ton Albion. The front Axle and constant mesh gearbox (3F*1R) are from a French SOMUA truck. The front wheels were track idlers from a centurion tank and the engine was from the Stoking engine on an R Class

Steam Locomotive with modifications to provide valve gearing.



Other steam vehicles are expected on the trek. The New Zealand owned Lincoln and Vasey Lady's are typical of what might be seen on the trek



A vintage steam traction engine, likely a portable engine, is shown in a field. It has large, heavy-duty red wheels with deep treads and a tall, dark chimney. The engine is positioned in the center of the frame. In the foreground, there are silhouettes of several people standing and looking towards the engine. The background consists of tall, dry grass or reeds. The overall image has a warm, slightly faded color palette.

- HOOGIES**
OF YARRA CLEN



Queries or Expressions of interest, contact:
 0000 000000000000000000 000000 000
 Download the Tour Brochure from:
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A recent line up of trucks from the the Ballarat HCVC at the Beaufort Goods shed sets the scene for the lunchtime display of Steam Trek Vehicles at the inaugural:-

PYRENEES LAKE GOLDSMITH ROAD RUN

Friday 30th of October & at the Rally Ground on Sat 31 & Sunday 1 November 2015

LAKE GOLDSMITH 106TH Steam & VINTAGE RALLY OCT 31st & NOV 1st, 2015

Additional to our 65 display sheds, steam & oil engines, 90 ton Ruston steam shovel, Bucyrus rail mounted steam shovel, blacksmith & radio controlled model boats. Trucks, tractors, cars, motorcycles, threshing & chaffcutting. Dragline & steam powered sawmill demos. Grand Parades daily. Attractions for ladies and children. Stalls, crafts & food available. Camping for exhibitors only (free, non-powered).



Admission price: Adults \$15.00 • Children aged 5-16 \$5.00 • Exhibitors and Children under 5 free.
GREAT SOUTHERN STEAM TREK:- BALLARAT BEAUFORT LAKE GOLDSMITH
BEAUFORT GOODS SHED:- NOON TO 2.30PM
FRIDAY OCTOBER 30 2015



For more information contact:
PO Box 21 Beaufort 3373

Ph. Trevor 0407 539 041 or Graham (03) 9723 3310
www.lakegoldsmithsteamrally.org.au

LAKE GOLDSMITH STEAM PRESERVATION INC.
A0032898S



At last you can rest your eyes, and thanks for following the Steam Trek background. Now it is on to edition 134 (out soon) and the International Spring Rally. Ed.