

# Goldsmith

The Pyrenees Heritage Preservation Magazine

Feature Supplement of the Goldsmith Gazette

February 2014 No 125

Lake Goldsmith Steam Preservation Association Inc

Registration No:- A0032895

Correspondence to:- The Secretary P.O. 21 Beaufort Vic. 3373

Rally Grounds:- 1234 Carngham-Lake Goldsmith Road

Lake Goldsmith Victoria 3373 Australia Melway Ref:- X926 H3



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

[info@lakegoldsmithsteamrally.org.au](mailto:info@lakegoldsmithsteamrally.org.au)

## 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.

## Our Major events For 2104

103<sup>rd</sup> Rally  
104<sup>th</sup> Rally

The Aussie Built Tractor Rally  
The Caterpillar Rally

May 3<sup>rd</sup> & 4<sup>th</sup>  
November 1<sup>st</sup> & 2<sup>nd</sup>



*Navy Steam Club Foden Wagon  
at Goldsmith Rally 102 May 2013*

## Copyright

The authors appended ©, of work in this newsletter retain the copyright of their work and images. You may download, display, print and reproduce their material in unaltered form only for your personal use and use within your family or organisation. Apart from usages permitted under the Copyright Act 1968 such as "Fair Dealing" for the purpose of reporting, all other rights are reserved. **If your organisation is a Periodic publications dedicated to the preservation of Heritage structures, machinery and skills, or a bona fide news media you may archive and republish this material free of charge without further authorisation**, provided that the source of the material, that is "Goldsmith Gazette" and the "Authors name ©", is acknowledged, and that the material is not used for advertising or endorsements, and that the user does not purport to licence, or assign or sell copyright to other parties. All other rights are reserved. Requests for other use of copyright material may be directed via the editor.

Editor:- [goldsmithgazet@optusnet.com.au](mailto:goldsmithgazet@optusnet.com.au)

**The Navy Steam Clubs 1923 Foden Steam Wagon, complete with a crew of members is a regular attraction at the Lake Goldsmith Rallies. At times it appears that the Navy has a Public Relations unit on site, but such is not the case. The Navy Steam Club is a group of volunteers from HMAS CERBERUS, a Navy training base at Crib point near Hastings on Victoria's Mornington Peninsular. Whilst there are advantages both ways in having a Steam Club on a training base, the club has to raise its own funds to restore and maintain their exhibits, provide fuel, and pay for road transport to attend rallies such as ours. Unlike other clubs, they cannot charge gate fees for visitors, and, to encourage a heritage spirit in our young generations, there is no fee for rides ( although any donations are appreciated. ). For them, donations from groups within the base and fund raising events by their 24 members underpin the clubs activities. For the Foden to attend our 2 rallies, a 12 tonne tilt tray makes 8 \* 172 Km trips. Even at mates rates this is a big commitment from their reserves.**

**For us it is good to see a club not only preserving heritage machinery, but also to encourage and train a new generation to keep the steam tradition alive, and use these resources to support community events. Examples of their projects, can be seen in the December 2013 Steam Supreme, and events that they support can be found by Googling:-**

**Images navy and then search Navy Steam Club**

**These images show their involvement in formal activities around the base, help with toy runs, and a presence at the grand prix etc.**

**The immaculately turned out Foden, and the neatly uniformed “ crew “ provide a welcome and popular attraction at our rallies and in our parades, and present an excellent image for the Navy.**

**The Navy steam club has a long and varied history that can best be told by an insider. In this case W.O. Ian Waller, or Wal to those who know him. Ed.**

**The club was originally based at the Navy's former Technical Apprentice Training Base – HMAS NIRIMBA- based at Quakers Hill in Western Sydney. The affiliation with steam engines and Naval Training was encouraged in the very early days of NIRIMBA. In the 1960's, Naval apprentices manufactured a workable steam racing car. A miniature steam Locomotive was designed and manufactured, and was used to ferry visiting children around the base. The locomotive was based on a Pacific Class 4-6-2 with no official ancestry. A complete miniature railway was built, complete with platform. points. bridges, water points and signals.**

**These activities led to the formation of the NIRIMBA Steam Club (formerly the Navy Apprentices Steam Club). High standards of workmanship of the apprentices and instructors of the club, during the 1970/80s had the club known state wide, and it featured on many Television Shows. The club made moves to acquire the first of a series of Vintage Locomotive engines of varying types, and in 1969 a badly deteriorated 1923 Foden C Type Wagon was located at the Austral Blue Metal Company at Emu Plains NSW. Although the Foden appeared beyond hope of repair, the intrepid Steam Club members proceeded to acquire it.**

**The work entailed in restoration of the Foden was a complete engine overhaul, boiler retube, front tube plate replacement, smoke box reconstruction complete renewal of bodywork, and new front tyres.**

**The missing steering wheel was replaced using Naval initiative, utilising a control valve wheel from the Battle Class Destroyer HMAS ANZAC”**

**In 1974 the club obtained a 1906 Garrett portable steam Engine (16 NHP) from the Dominion Mining Company at Tingha, near Inverell, NSW. The Garrett was completely restored by the club during the late 1970's, and has just undergone another restoration, and was on display during the HMAS CERBERUS Open Day in 2013.**

**In 1975 the Club acquired another steam engine from the Dominion Mining Company. This was an 8 Ton Marshall Steam Engine. This engine was completely restored by the Club members and remained at HMAS NIRIMBA until 1977 when the inimitable Steam Club members arranged to swap it for a Buffalo Pitts 1901 13HP single Cylinder Traction engine from Gunnedah. Again this engine was fully restored by the enthusiastic Club members.**

At precisely 12 noon on Friday 26<sup>th</sup> of June 1981, a huge RAAF prime mover and low loader rolled through the gates of HMAS NIRIMBA bearing the last of Queensland's Cane Locomotives which had spent the past 70 years hauling sugar cane to the Millaquin, Invicta Bingera and Qunaba Sugar Mills at Bundaberg Queensland. A 15 tonne Steam Locomotive "INVICTA" was built in the UK in 1907. The last eight Steam cane train locomotives were put up for tender in 1981, and the sugar company received 42 Tenders from railway societies, tourism entrepreneurs and private collectors.

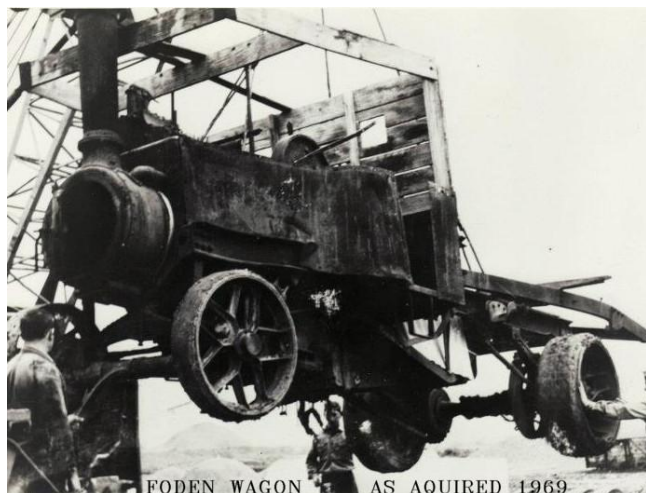
Because of its record for restoring old steam engines to near mint condition, its non-profit motives, and its general enthusiasm for steam, the NIRIMBA steam club was granted the oldest of the Loco's. The Company even returned the \$100 tender amount to the club, which was then donated to the Naval Cadet Unit. The "INVICTA" was fully restored and a short track of fifty yards was laid for her to operate on.

HMAS NIRIMBA was decommissioned as a Naval Establishment in 1993, and the Navy's technical training was transferred to HMAS CERBERUS in Victoria. A decision was made to transfer some items of the Steam Club to Cerberus, and other items were sold or donated to other historic organisations. The Foden and Garrett (including some smaller engines and ancillary equipment) were transferred to HMAS CERBERUS in September 1993, which then formed the basis of the renamed Navy Steam Club.

The Navy Steam Club continues the proud tradition of restoration, operation and maintaining of our historic steam fleet of equipment that was started 45 years ago. The members of the club are all volunteers and meet after work to continue the legacy that was once the NIRIMBA Steam Club.

Ian Waller©

Thanks Ian for that most interesting insight into the background of the Navy Steam Club. I suspect that I am not the only one who had no idea of the projects past and present that the club has undertaken, and the community work that it is involved in. Here are some pictures from the Navy Steam Club archives



FODEN WAGON AS ACQUIRED 1969



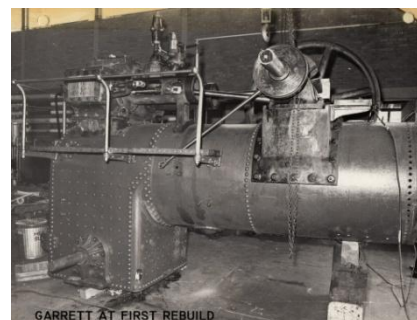
THE FODEN AT HMAS NIRIMBA LATE 1970'S



INVICTA 1981



INVICTA AT BUNDABERG



GARRETT AT FIRST REBUILD

**Post Script:-** see last page for links for The Fowler Locomotive "INVICTA" and its long association with founding member, the late LCDR David Twiss (rtd)



While we have the Navy in the spotlight the following aside may interest the steam enthusiasts!

The Navy Steam Clubs home base at HMAS CERBERUS has in interesting association with Steam in its own rite. The base's name derives from the HMVS CERBERUS, the remains of which have survived as a breakwater since 1924 near the Black Rock Yacht Club in Half Moon bay, a bayside beach just South of Melbourne. The Cerberus was the first, all Steam British Warship, and was the first steam ship to pass through the Suez Canal. Powered by a twin cylinder ( 43" b \* 32" S ) double acting horizontal engine for each of its 2 \* 12' diameter screws, Steam was supplied at 30psi from 5 boilers, she could move along at just under 10 Knots. The Cerberus was the most powerful warship in Australia at federation It is opportune that the Navy's long association with steam remains associated with the name CERBERUS in Victoria, and may we hope that this association continues.

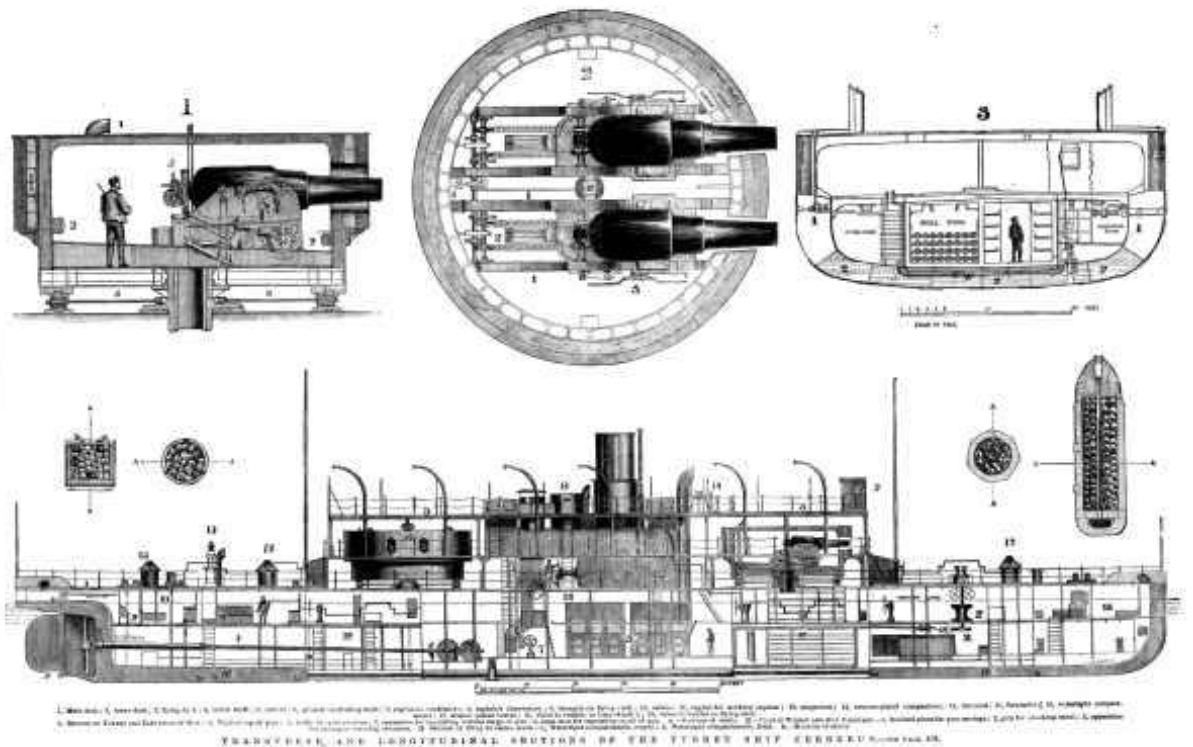


Image downloaded from Maritime Archaeology Association of Victoria

### NEIL SANDERS QUEST FOR OUR OLDEST EXHIBIT CONTINUES.

In the December 2013 Gazette, Neil Sanders put out a call to find the oldest exhibit on site. For this month we have 2 nominations, one from John Norris for the Clubs Tuxford Steeple Steam Engine in the Boiler house, and secondly from Colin Holmes, yes the Jelbart book author, for a Ballarat made Plough which he displays at our Rallies.

For those not familiar with the Tuxford engine, it is located near the East entrance to the Boiler House, on the right hand side as you walk in. John has provided a brief history of this engine in the paragraphs that follow.

### OLDEST EXHIBIT

The Tuxford Steeple Type Engine in the Clubs Boiler House would get First Prize as being the oldest exhibit at Lake Goldsmith. William Tuxford & Sons operated the Shirbeck Ironworks in Boston, Lincs, England, making portable engines, road locomotives, horizontal & vertical stationary engines and steeple engines. The firm established an agency in Grote St, Adelaide in 1854- this operated until about 1859. They were also agents for many English engine makers and among products offered for sale were beam engines, no doubt to cater for the fledgling mining industry in South Australia. The history of the clubs example of a Tuxford engine is somewhat sketchy, but it is reputed to have been the power unit from one of the firms road locomotive engine which were of an

unusual design with a return tube boiler. It was first thought the engine powered a boat on the Gippsland Lakes, but later research revealed it was in a boat on the River Murray named the “Lady of the Lake“, a 60’ vessel recorded being powered by “an inverted type steam engine of 6 hp”. This vessel was built in 1880 by W Westergaad at Moama, New South Wales. The boats fate was sealed when it was reported that whilst towing 2 barges in 1913 she was sunk near Burke on the Darling River. It would seem that it was taken out of the portable and installed in the boat. Just when this happened is open to conjecture.

The Victorian agents for Tuxfords were T. Robinson & Co Melbourne (1859 to 1874 ) The portables were some of the Boston Works earlier products, and it is assumed that our example would have been purchased through the Victorian agents. The engine is rated at 5 nhp with 2 cylinders 5” by 10” and it is recorded in Mathew Churchward’s excellent publication “ The Victorian Steam Heritage Register “ as being #587, a road Loco circa 1850’s. A single cylinder Tuxford is housed at the Pioneer Folk Museum, Swan Hill, being recorded as #501 of c1856. Another is in a Museum in Sweden.

It would be safe to say that our “Gem” was built in the mid or late 1860’s. When I first saw the unit it was in the late John Knight’s collection at East Beach, Lake Bolac. He presented it to the club and Les Buckwell and I picked it up and took it to Keith Brown’s workshop in Coleraine, where it was sandblasted prior to placement as an exhibit at Lake Goldsmith. John Knight could not recall where he got it from, and we will never know.

It’s well worth seeking out at the next Rally, where it ticks over nicely. Part of the reversing mechanism is missing, so it is mono directional. Someday the missing components will be replicated no doubt.

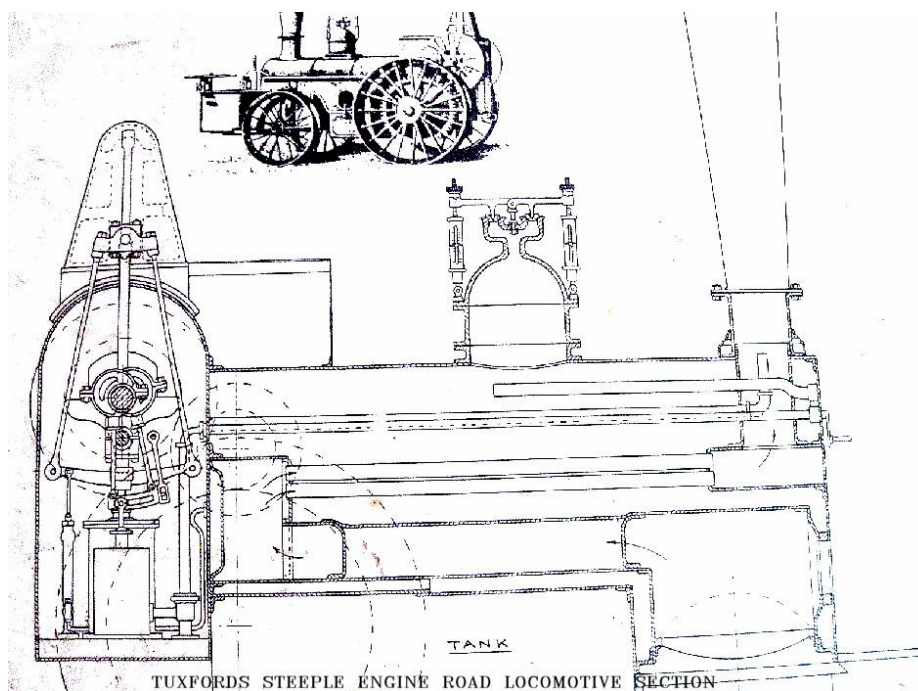
John Norris.©

Thanks John for the background on this interesting and rare engine, and your part in its display and preservation at Lake Goldsmith. Machines produced in this early period, before patents expired, and proven component designs were combined to form popular standard layouts, are the gems of any collection.

The original thinking and innovative ways to get around patents made for a fantastic variety in machine design in the market engines, implements, arms, materials, transport, lighting and the home.

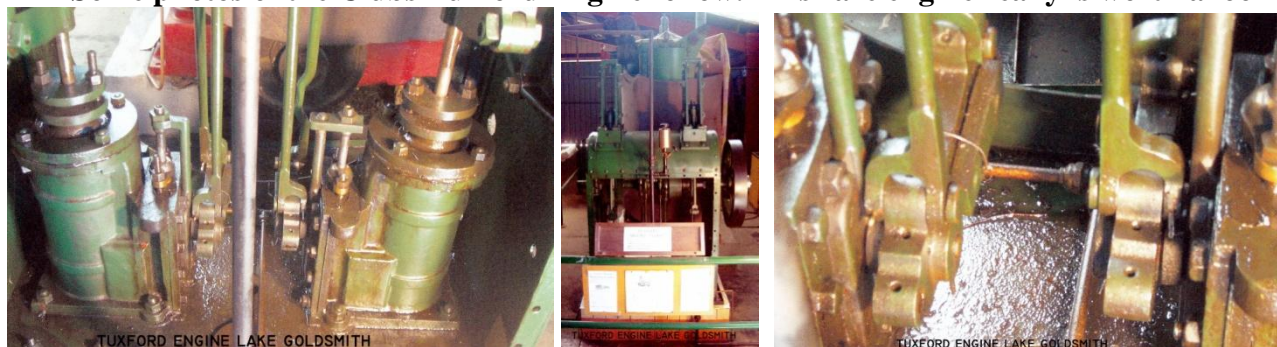
Our modern equipment, designed on computers, built on machines controlled by computers, tested by computers and serviced and sold with the help of computers are able to provide vastly improved performance, but frequently fail on the requirement of the early pioneers that they had to look good too.

Thanks again John, this engine is a real jewel in the crown, as well as our oldest and exhibit.





Some photos of the Clubs Tuxford Engine follow. This rare engine really is worth a look



With its build date in the 1860's this engine is in front of the earlier Lloyds Foster Crane put forward in the December Gazette as, possibly the oldest exhibit on site.

## OLDEST VISITING EXHIBIT

Now we can hear from Colin Holmes as he briefs us on the History of his Kelly and Preston Mouldboard Plough

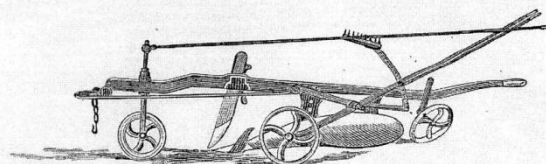


KELLY & PRESTON PLOUGH No 24 OF 1859



1889  
NB THIS PLOUGH  
MADE TO RUN  
FURROW WITH FENCE  
TO MAKE FURROW  
TO PUT MESH IN.  
500 TURNS  
INWARD - NOT OUT  
HAND WHEEL -  
REAR INCLINED  
TO COUNTERACT.  
IS REVERSE OF  
CONVENTIONAL PLOUGH.  
JIM SMITH.

## KELLY & PRESTON'S



## Rabbit Fencing Plough.

Great Saving of Labour. Large Number Sent to New South Wales.

Makers of All Kinds of Agricultural Implements. Wheelwright's Work in all Branches. Ribbed Rollers for Crushing Ferns (proved successful).

KELLY AND PRESTON, BALLARAT.

Regarding the oldest exhibits at Lake Goldsmith, I have a single furrow plough made in 1859 by Kelly and Preston, of Creswick Road Ballarat, at the Courier Office site. I regularly exhibit it at Lake Goldsmith, with a detailed sign board proving its age. I thank Neil Wright for the company history and documents showing they started in 1858, with ploughs made from 1859, which were consecutively

numbered from one upwards. Mine is stamped No 24 along with their name, thus it is 155 years old. The Price was 7 Pounds in 1859.

There are 3 other single furrow ploughs displayed at Lake Goldsmith, of other makes, which cannot be dated without a number. Geoff King has a nice 3 furrow Kelly & Preston mouldboard plough. K & P later made a variety of farm machinery, but were most famous for their award winning Wagons and Carts which were even exported. The Company closed in 1930 and the site became Doblies Ice Works, where I sold my rabbits when young, now the Courier is there.

The Kelly & Preston Rabbit fencing plough has the the mouldboard throwing the opposite way and, note the rear wheel inclined opposite to a normal plough, and the fence side is flush.

The furrow is thus at the fence base for the netting to go in after which the sod is pushed back to seal. There is no known survivor, I think the Calicivirus has affected the market.

Regards Colin Holmes.©

Thanks Colin for this story, it is amazing that a plough, which I would presume normally had a pretty hard life has survived in tact. At 1859 it is an old exhibit.

Before I forget, I mentioned that Colin wrote the History of Jelbart , which has its 100<sup>th</sup> Tractor Anniversery this year. For those who are interested, his book will be available at the May Rally this Year, where we expect to see some Jelbarts in action Ed.

### **APPEAL FOR OTHER OLD EXHIBITS**

I am amazed that we have gone back over 150 years, this is not long after they discovered Gold in Ballarat, so our chances of finding locally made exhibits gets a lot more difficult, and there was probably not a lot of heavy machinery around until mines started going deep. Further, the range of mechanical aids was limited, and of course electricity and powered transport were a long way off at that time. All this means that things that had not been invented cannot make it to the oldest exhibit nominations.

Whilst our organisation is in the main about heat engines, and the machines that they power there may well be other relics which are very early examples of their type

Items such as the oldest radio, the oldest bike, car or tractor. Similarly the oldest clock, the oldest washing machine, the oldest Camera etc. The last 100 years has been a very inventive period, so lets expand our horizons and discover the treasures that the exhibitors display at Lake Goldsmith and make an interesting addition to our oldest Exhibit nominations.. If you do not feel like doing the writng, let me know on 0425 744 052 and we will find a way to put a story together and provide some highlight features for visitors to the next Rally. Ed.

### **NOW FOR A CHANGE OF TAC AND A TRIP TO THE UK WITH CLIVE PHILLIPS**

Many members of Goldsmith are now finding that travelling overseas is quite cheap in comparison to travelling at home. While this is in some ways regrettable it gives us the opportunity of enjoying much industrial heritage that our marvellous young and unspoiled land can't offer. The UK is brimming with industrial wonders – and so it should be, being the cradle of the industrial revolution that is so central to Goldsmith's existence, on the land and in the factories, that is what made Goldsmith possible today,

If you are going to the UK may I suggest one establishment that is often overlooked? That is the Abbey Pumping Station and Museum in Leicester. This is a place not often

on “ must do “ lists and is usually eclipsed by the Kew Pumping Station in London and the like. But Abbey have four 30 foot beam engines working in the original building in which they worked from 1891 - and this is the only place where four beam engines can be seen in their original environment.

The volunteers have worked over the years to get all four engines operational and although one engine is operated regularly during steam days, all four run at their “ Vintage Festival Steam Day “ held towards the end of June each year. This is well worth seeing:- you can traverse three floors of the engine house, the main crank floor, the valve floor, and the beam floor. The basement is not



normally open to the public, but if you express an interest to one of the engine operators, assuming all is well, they should be able to take you down. Many installations would not make such provisions available.

Abbey also have a very well set up museum covering- yep, sewerage!! Fascinating to see how water and sewerage have been delivered over the years and right next door is the National Space Centre Museum – a great contrast in technology. Abbey also include many exhibits including a narrow gauge steam railway which gives rides around the site, vintage vehicles, various rollers, including an 1893 Aveling & Porter, and local buses. On the June Saturday evening they run trips throughout the city for steam show participants and friends – let them know that you are from Lake Goldsmith. A major outside exhibit, unfortunately not currently operational, is a large Ruston Bucyrus steam Shovel, very similar to our Ruston, but if you're from Lake Goldsmith let them know, it may open some doors!!

Coupled with the Great Central Railway which operates steam hauled main line trains from Leicester- this all makes for a great weekend- and Coventry with all its manufacturing history and fabulous museums is only 30 minutes away. And don't forget Richard the Third- enjoy!! And of course there are the canals and elderly aircraft at Bruntingthorpe, Coventry, and Leicester Airports- lots to do and see.

For more information see [www.abbeypumpingstation.org](http://www.abbeypumpingstation.org) , and give me a call on 5334 0565 if you are going- I will have some contacts.

Cheers, Clive Phillips©

Thanks Clive for the input, from the photo it is another example of good looks being part of the design philosophy, these plants can be appreciated by people with no mechanical inclinations. This really is an impressive poo pump.



After our short trip to the UK it is time to return Down Under, and get ready for the next Rally and some local gems.

### **RALLY EXHIBITOR REGISTRATION**

Exhibitor registration is not compulsory, but it makes life easier for everyone if you can. For starters, your entry is in the Rally Program, which lets visitors know that you are there, and better still, where to find you. The program has a map of the display compounds, if you are expecting first time visitors! Ask them to get a program at the gate.

Registration also helps the organisers to plan and allocate sites with a benefit to visitors and exhibitors alike, and, when an exhibit will be in the grand parade, it provides some background for the commentator, who is otherwise forced to adlib.

No insured non-member exhibitor will be turned away, but remember to **BRING PROOF OF INSURANCE**, without it you will still be a welcome visitor. Registration entry's close on 1-4-2014 ( no fooling ) so this Gazette is the last before the closing date.

cont



To obtain an entry form you can scan and print one shown at the rear of this Gazette, or download one from the clubs website at:-

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

then search on Rallies, then on non-members  
and follow the postage directions.

And then we will look forward to seeing you at the Aussie Built Tractor Rally on May 3 & 4

### **SPECIAL GAZETTE FEATURE FOR THE AUSSIE BUILT TRACTOR RALLY**

The last Gazette suggested that if anyone displaying an Aussie Built Tractor at this Rally can let me know on:-

[goldsmithgazet@optusnet.com.au](mailto:goldsmithgazet@optusnet.com.au) or Ring on 0425 744 052

before mid-March, we can print a feature on your entry in the April Gazette and give members and visitors some advance notice of what to look for at the Rally. If you can include a photo or jpg file of one, that's better still. This offer is for member and non-member entries, and is not a registration form

This Aussie Built Tractor list will be in the Feature Supplement of the April Gazette, which, in email form only, is now available to exhibitors, associated groups and those who have an interest in events at Goldsmith. Just contact the editor

### **THE GAZETTE AUSSIE BUILT TRACTOR LIST**

Two entries have come in a month early. Melbourne Steam will have their Sydney built Armstrong Holland Champion Cub Hybrid Tractor/Roller ready for its debut in May. There will be more about this entry in the April Gazette; unfortunately there is a space limit

The other entry arrived first so it got first draw, so read on!

An Australian built Steam tractor is the feature for this month. This entry has been to Goldsmith before, in fact it had its first road run from Melbourne for the 100<sup>th</sup> Rally, and appeared again last November. This Tractor is a full scale build of an English Wallis & Stevens, 3 Ton Steam Tractor, it is all new, and all built in Australia.

David Atkinson and family took this on as a project, and David has provided us with the story of how it came about!



*Joe Atkinson gets underway at the Goldsmith 102nd Rally May 2013*

## THE MAKING OF A WALLIS AND STEEVENS 3 TON TRACTOR

Since a young age I have been interested in steam vehicles and traction engines in particular. This enthusiasm originated with my father and now is shared by four generations within our family! As a teenager I built an eighth scale model Allchin traction engine (TE) and showed it at a number of Lake Goldsmith Rallies. At that time, I was able to carry my TE inside an original Morris Minor Mini 850 and it will become apparent from this article that my desire to have a compact engine which can be transported relatively easily continues today! Some may remember that over the years we have displayed our other Models, including a quarter scale Case TE and a Marshall portable together with a third scale Clayton under type wagon at Lake Goldsmith and elsewhere. A few years ago, I was looking for a new project that ideally would lead to the driving of a full size engine. I have been attracted to 3 Ton Tractors because of their relatively small size, proportions and solid flywheels ( to avoid frightening horses ) but soon realised it would be extremely unlikely to find such a small tractor in Australia. The 3 Ton tractor has linear dimensions 2/3 of those of a typical English engine and so we decided to construct a full size replica tractor rather than build a very large scale model.

### STEAM TRACTORS

The use of traction engines for haulage on common roads within the UK was restricted severely by the Red Flag Act of 1865 that required a man to walk in front of any steam road vehicle. The Heavy Motor Car Act of 1896 removed this requirement for vehicles weighing less than 3 tons and subsequently Wallis and Stevens then claimed to have made the first steam motor tractor weighing less than 3 tons. These small tractors were used for general deliveries, driving small equipment from the belt and were popular with furniture removalists. Although a number of makers produced 3 ton tractors it is not surprising these were displaced by larger, generally 5 ton machines as soon as the legislation allowed. It appears from our searches that very few steam tractors were imported to Australia.

### THE WALLIS TRACTOR

This Tractor was selected as most of the original drawings exist and are held by the Museum of English Rural Life. There are at least six of these tractors preserved in Europe and their appeal is reflected in the number of half scale model Wallis tractors which are now running in Australia, including Priscilla which can be seen at Lake Goldsmith. Wallis commenced trading in 1840 in Basingstoke, England; Stevens joined the firm in 1862 and like many of the well-known makers produced a range of steam road vehicles. The company is probably best remembered for its steam and later petrol and diesel rollers, but it appears that relatively few engines were exported to Australia. Through a personal communication, I know of a 4 ¾ ton steam tractor imported into Queensland in the 1920's which is in good condition and I have been told a couple of Wallis TE's remain in WA.

### MAIN SPECIFICATIONS

Bore and Stroke	5 ½" * 9"	Length	11' 2"	Height	8' 9"
Width	4" 11"	Weight	2.7 T	Design Pressure	150 PSI

### CONSTRUCTION

We considered it essential for the boiler to meet current design requirements and have an external appearance as close to that of the original as possible.

Ainsworth Engineering in Goulburn NSW produced the boiler, the original drawing was metricated and only modified to show the inner firebox welded and fitted with solid crown stays all in

accordance with AS1228-2006. The design was verified independently and finally was registered with Worksafe.

A complete article could be devoted to the construction of this replica which followed conventional techniques and did not require much equipment larger than that used by a typical hobby machinist or modeller in the larger scales. Notable exceptions were that the crankshaft was cast in ductile iron, the wheel rims were hand rolled, the final drive pinion and many similar components were cut on the band saw and the gear for the final drive was oxy profiled

## **OPERATION AND DISPLAY**

Lighting up is routine and fortunately the Wallis has 2 ¾ tubes in addition to nineteen 1 ½“ tubes so there is a good draft and steam can be raised in an hour or less. There is a smoke box damper which may be used to cover the small tubes if it is likely the safety valves will lift. Over the years we have noted model traction engines are of considerable interest to visitors as it is possible for them to observe closely ‘ the works ‘ of an engine, which otherwise are often too high to be seen in detail. Another aspect is that as both the operator of the model and the visitor are standing on the ground it is simple to communicate. We did not anticipate this with the Wallis but when stationary and just ticking over, it is quite easy to fire and control from ground level, and this means easy talking with visitors. Ben Klaster astutely noted that a portable is a ‘social engine‘ and the Wallis fits this category too.

Many years ago when running the 1/8 scale Allchin, we found the bunker plate across the tender was a real barrier to checking the water gauge and firing (with a tea spoon! ) so we made it removable and have done the same with the Wallis. Although the fuel is not as well contained with the bunker plate removed, there is much more room on what is a small footplate and it is not difficult to fire with the shovel.

Wood of almost any type is quite suitable for keeping the engine ticking over, or for running around a rally ground, but due to the relatively small fire box, coal is desirable for a serious road run.

## **TRANSPORT**

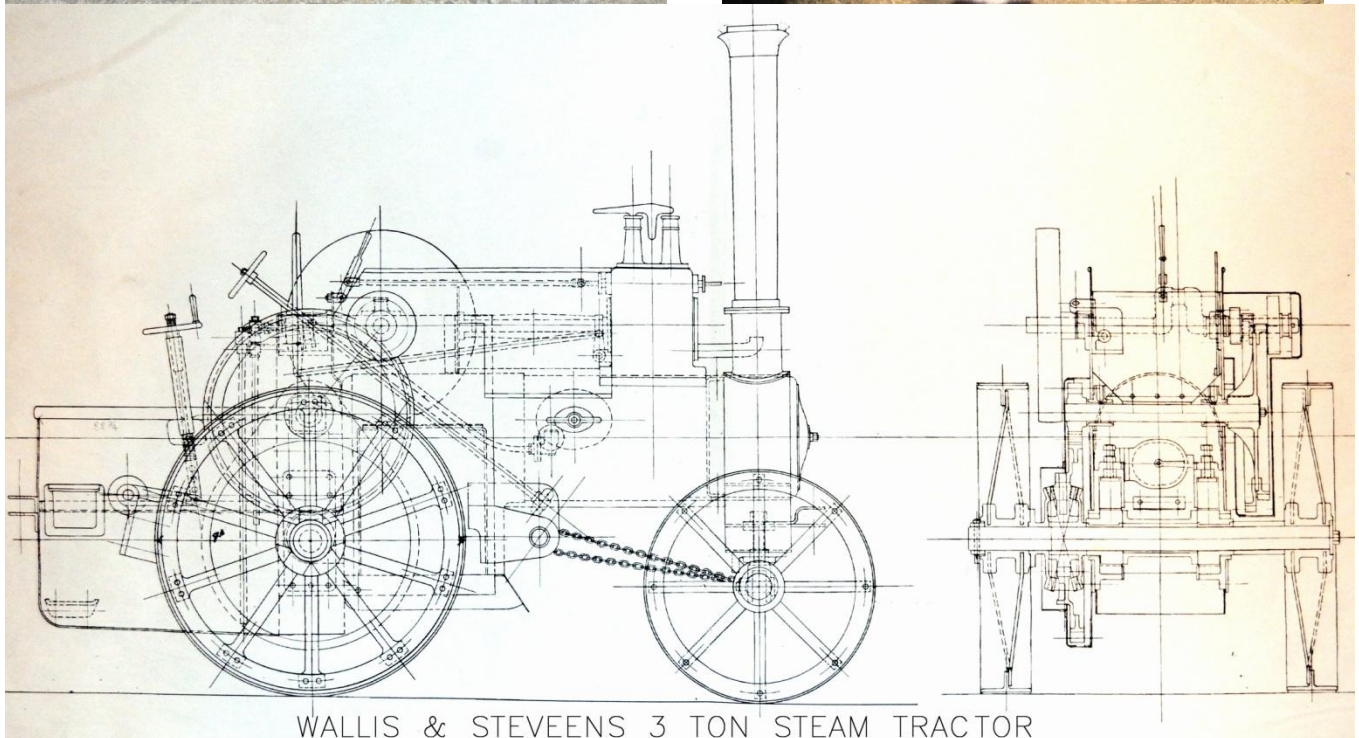
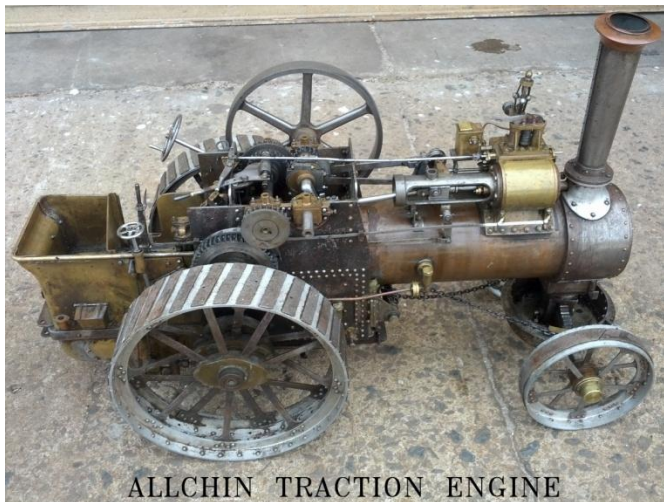
One major attraction of a small tractor such as the Wallis is that it can be towed on a suitable trailer by a 4WD. We use a ‘ plant ‘ trailer of the type that would normally be used for a skid steer loader or small excavator. We have made extensions for the ramps as this prevents the bottom of the tender from scraping and reduces the effort in loading. Now the tractor is run in, it can be unloaded by engaging low gear then turning the flywheel by hand until the brakes need to be applied when rolling down the ramps. with low pressure. Loading involves driving up the ramps in steam but with stops at the front of the trailer set above the front wheel centre height to prevent any over run, which could be disastrous.

## **ON THE ROAD**

For me there has been a lot of pleasure in building the tractor but I have been delighted in how much additional enjoyment I found in running it on the road. Once club registration was obtained the fun began! We have had terrific support and understanding from fellow ‘ road runners ‘ and found that when driving from Bendigo to Echuca, that by towing a trailer with water and coal we could be self-sufficient and average all of 5Km/Hr. Each day the Wallis, being the smallest, was first to leave in the morning, and last to arrive in the afternoon at the prearranged stop. Whilst some of the others could have stopped for a coffee and or a visit to the pub for lunch we just kept puffing along! I doubt I would ever tire of steaming down a quiet road, occasionally reflecting on the life of the original drivers, whilst enjoying the sights and sounds from the engine foot plate and observing the green countryside go by slowly. Whilst younger family members can be absorbed in all of this, they would like to travel faster, so a Wallis overtype wagon is under consideration.

David Atkinson©





**As you will gather from the foregoing, there has been a long association with steam, modelling and construction. Having built and commissioned this prototype, and having all the necessary jigs, procedures and certifications, David and Co are in the position to consider**



constructing a small run of duplicates or kits. If there are any interested parties, David can be contacted at :-

[david@atkinsonengineering.com.au](mailto:david@atkinsonengineering.com.au)

Thanks David for the background storey that lead to the construction of this very practical steam tractor, and we hope that more are in the offering, which would make the last Aussie Built Tractor the First of a production run.Ed.

### **MELBOURNE STEAM TRACTION ENGINE CLUB**

**THE 46<sup>th</sup> SCORESBY STEAMFEST IS ON THE 8,9 & 10 OF MARCH  
At THE NATIONAL STEAM CENTRE  
1200 Ferntree Gully Road Scoresby 3179**

Andrew Fairweather has taken on the role of Promotions Officer for MSTEC, and he has contributed the following scroll to give us an idea of what to expect this year. In addition to those of us who are members of both groups, a fair contingent made it to the 50<sup>th</sup> Anniversary last year. There really are a lot of interesting well-presented exhibits there, particularly, their collection of large Diesels, and displays from specialist visiting groups provide a diverse range of exhibits.

For those who have never made the trip it really is worth a visit, and if you have not been along for a while there have been a lot of changes.

Anyway I had better get of my soapbox and hand over to Andrew.



This year, on the 8<sup>th</sup>, 9<sup>th</sup> and 10<sup>th</sup> of March, as previously stated, the Melbourne Steam Traction Engine Club will be holding their 46<sup>th</sup> Steam Fest. As many of you will already know, MSTEC has a wide variety of machinery, ranging from Ronaldson Tippet 'N' types all the way to our massive RapierW90 dragline. Over the past year, much has been achieved. One of these achievements is that of restoring our blacksmiths shed to be operable again, A major exhibit in this shed is the Harman Steam Hammer (c 1910 ) which will be in operation and open to the public for the first time. This steam Hammer was originally used in the engineering workshops of Australian Portland Cement Ltd, Fyansford Geelong. This is the only known example of a steam hammer made by Harman.

Alfred Harman's works were a prominent engineering firm, who made a range of machinery, including logging winches, and steam shovels.

Another exhibit, which is normally taken for granted at our rally, is our collectable 'Franklin Flyer 4-4-2 steam locomotive which was, unfortunately, in for a boiler repair last year. These repairs consisted of replacing the brass fire tubes, which were deteriorating at the firebox end, and replacing them with steel tubes. While the loco was out of action, the railway crew decided to move the regulator out of the boiler and onto the outside of the smoke box.

Last but not least another notable restoration is the 'Lyttleton II' engine room. Although this project is nowhere near finished, we have recently hit a milestone. Thanks to the hard efforts of a few dedicated members, the port engine has been restored back to operating condition. The overall vision

for the Lyttleton engines is to recreate the original engine room. When finished, the Lyttleton engine room will be complete with all 17 engines, original gangways, pipes spare parts and tools



THE HARMAN STEAM HAMMER



RANSOMES RAPIER W90



FRANKLIN FLYER STEAM LOCOMOTIVE

So, if you are not doing anything else over the Labour Day long weekend, why not come down for a visit or maybe even exhibit some machinery at our Steam Fest. For more information on what's been happening around the MSTEC National Steam Centre check us out on Facebook (and like us while you are there!! ) or if you would like some more information on exhibiting at Steam Fest, please feel free to contact me on:- 0413 261 780.

Andrew Fairweather©

or at:- [andyf1@live.com](mailto:andyf1@live.com)

[www.melbournsteam.com.au](http://www.melbournsteam.com.au)

[www.facebook.com/melbournsteam](https://www.facebook.com/melbournsteam)

Now for an upcoming show a bit closer to home, from a group that exhibits regularly at Goldsmith

### **TALBOT VINTAGE ENGINE RESTORERS GROUP**

**15<sup>th</sup> ANNUAL RALLY 15<sup>th</sup> & 16<sup>th</sup> MARCH 2014**

**At the Talbot Football/Netball Ground**

**Avoca Road Talbot 3371 Vic**

A Gold coin gets you in the gate, free camping for exhibitors. From what we see at Goldsmith, it should be a good day out. Don't forget to see there stand at the Farmers Market

Ring Leanne on (03) 5463 2114 or Adrian on (03)5463 2025 for more info.

### **THE COBDOGLA STEAM AND IRRIGATION MUSEUM**

Now a quick trip over the border to South Australia and the Murray River at the Cobdogla Steam & irrigation Museum, Home of those fabulous Humphrey Pumps +++ stacks more. Denis Wasley advises that their web site at [www.cobdoglasteammuseum.com.au](http://www.cobdoglasteammuseum.com.au) is up and running, take a look. Or if you have trouble try:- <http://www.cobdoglasteammuseum.com.au> there's a lot on offer. Ed.

### **THE GEELONG VINTAGE MACHINERY AND TRUCK SHOW**

This year I doubt that the organisers could have hoped for a better day. The weather was perfect, which must have helped the good turnout of visitors. There was a lot to see, classic and vintage cars and trucks, the B24 group with their 1830 Radial and Gun Turret display, together with all manner of models on display.

There was a vintage tractor pull and a large display of tractors, stationary and portable petrol and steam engines etc. With the Geelong Vintage Machinery and International Clubs having their Headquarters at either end of the parade ground they were both able to have a lot on display. If you are looking for a good Rally to visit next January, this is one you should put on your list. It was a good day all round. Ed.





STEPHEN LARCOMBE'S WABCO DUMPER



PRISCILLA THE MINITURE  
WALLIS & STEEVENS  
TRACTION ENGINE



DAVID & SHIRLEY BOYLE  
DISPLAY THEIR IMMACULATE  
FARM MACHINERY MODELS



A FINE PAIR OF BALLARATS BEST  
FROM JELBART AND RONALDSON TIPPET



INTER SL 34 & FORD TT MAKE AN IMPRESSIVE DISPLAY



STEAM MINATURES 7 LOCOMOBILE

## POST SCRIPT'

The Navy Steam Club sent in a few links to sites that will provide some more info on INVICTA and its history after it left the Navy Steam Club and moved on to it's next life:-

<http://www.australiansteam.com/fowler11277.htm>

<http://www.defence.gov.au/news/navynews/editions/5018/topstories/storey14.htm>

<http://www.abc.net.au/local/stories/2008/05/19/2248584.htm>

<http://www.navynews.realviewdigital.com/?iid=67100&crd=0&searchKey=twiss&xml=defencenews.navey.xml#folio=19>

( you will need to scroll through to page 19)

## A WORD OF THANK'S FROM THE EDITOR.

Those of you who have made it this far, will notice that this Gazette consists of articles provided by readers. Without them it would be a dull and dreary read. Their efforts have certainly made my task possible, and have provided the readers with some interesting behind the scene insights

The April Gazette is now being prepared, and the next stories need to be on the way. The Aussie Built Tractor Rally will be the focus, and hopefully some stories on theme Tractors will appear, and of course, any other exhibit that you feel will have some interest to readers will be welcomed.

Many visitors to our Rally's spend hours travelling and drive 100's of Kilometres to see your exhibits, so be assured, they will be interested in the story they will never hear at a Rally. Now that this feature supplement is available outside the club, your story will reach new horizons.

And finally a word of thanks to my wife who, after suffering my literary deficiencies, is then asked to proof read them. Ed.

Ed. Brian Smith 0425 744 052 or [goldsmithgazet@optusnet.com.au](mailto:goldsmithgazet@optusnet.com.au)



Lake Goldsmith Steam Preservation Association Inc  
P.O. Box 21 Beaufort Vic 3373  
A003298S / ABN 75 099 677 671  
Ph 03 5349 5512

## Exhibitor Registration

### 103<sup>rd</sup> Steam and Vintage Rally

May 3<sup>rd</sup> and 4<sup>th</sup> 2014

### Featuring Australian Tractors

#### Exhibitor:

Name: .....

Address: .....

Phone: ..... Email: .....

Club: .....

Insurance: ..... Current No. ....

#### Exhibit Details:

.....  
.....  
.....  
.....  
.....  
.....

#### PROOF OF INSURANCE MUST BE DISPLAYED AT RALLY

NOTE: Camping is free to registered exhibitors only

ONE car only per exhibitor, and must be parked where directed.

MAIL FORM to LGSPA PO Box 21 BEAUFORT 3373, by 1<sup>st</sup> April 2014

Car Reg No.

Signature: .....