

# Goldsmith

**The Pyrenees Heritage Preservation Magazine**

**With Highlights from the 103<sup>rd</sup> Lake Goldsmith Steam Rally**

**June/July 20i4 e-magazine No 3**

**Feature Supplement of the Goldsmith Gazette No 127**



**Lake Goldsmith Steam Preservation Association Inc**

Reg.No. A0032895

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

**Rally Grounds:- 1234 Carngham-Lake Goldsmith Road Lake Goldsmith Victoria 3373 Australia Melway X926H3**

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

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

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

**Next Event:- Spring Rally 104**  
**Then the Autumn Rally 105**

**The Caterpillar Rally**  
**The Lighting Plant Rally**

**November 1<sup>st</sup> & 2<sup>nd</sup> 2014**  
**May 2<sup>nd</sup> & 3<sup>rd</sup> 2015**



Steam on the Arena Lake Goldsmith Rally 103 May 2014

**With Peter Jackman at wheel, Scienceworks Fowler Z7 heads a parade of steam around the arena.**



**A walk down Fowler Road between the Ruston and Bucyrus Face Shovels and the MA HA Parlour steam display opposite**





Making its own cloud the Ruston shovels on. May 2014

**The Ruston Navy 20 Face Shovel creates its own cloud as the Bucyrus 65 gets ready to share the load**



**Chamberlains gather in the compound waiting for their turn for a parade around the arena.**



**Howard, the survivor of our early tractor maker is well represented by these rotary cultivator gems.**



**Two immaculate Howard's, a DH 226 and DH 22 and a collection Howard Cultivators from Stawell**



## **Our 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 Copyright Conditions May Help You**

**If you are interested in reusing images or text please see our copyright conditions below**

**We encourage non-commercial use. You may be eligible to use them without further authorisation**

### **Copyright Conditions**

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.

## **A word from the Editor**

**The Aussie Built Tractor Rally is now behind us, and the Caterpillar Rally is on the way.**

**Thanks to everyone who added a story to the pre rally Gazette, they gave a good insight into the tractors which, in spite of the bleak weather forecast, were on parade for all to see. As it turned out Saturdays weather was, for most of the day better than forecast with quite a bit of Sun, Sunday was a bit moist underfoot, with a few showers, but not many were put off. Fortunately there is plenty to see in the sheds, and those with steam on tap and a warm fire to produce it were popular spots during the odd shower.**

**The Caterpillar Rally is already generating interest, unlike our Aussie built tractors which were generally built in small numbers many years ago, Caterpillar is alive and well, and there are thousands of machines built by Caterpillar and its subsidiaries in existence in Australia.**

**The enthusiasm of owners of new machines is matched by collectors of early Holt and Caterpillar crawler tractors and dozers which worked in Forestry, land development, civil construction, mines, rice farms and the Military are a few which come to mind, and then there is the enormous range of other machinery.**

**If you expect to have any of your Cat collection at the November Rally, let me know and we will try and find a way to include a story and pictures in the October November issue of the Gazette. These stories interest readers and encourage them to attend on Rally day to see machines they would not otherwise expect to be there.**

**Caterpillar features will start in the August September edition, and we expect that the October November Edition will be dedicated to Caterpillar and its products, and I expect that it will be similar to the last April edition. I expected this June July edition to shrink back to normal but such is not the case. Thanks to everyone who has taken the time to contribute features and pictures to this Gazette.**

**Now let's see what else appeared at the May Rally**



1940 Lincoln Zephyr



**This 1940 Lincoln Zephyr V12 from Stawell in Victoria is No 10 of less 60 that were built.**

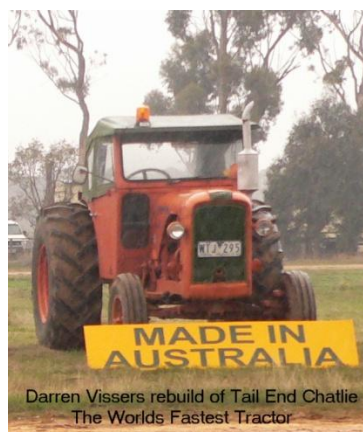




Scobie's Corner opens up for the Rally, and Browns gear is ready for action in the background.



Craig Jackson's 18HP Twin High Buffalo Pitts caught on its way to the arena



This Lykmobile is an ideal way to get around a steam rally, and Charlie is a quick way to get around.



A Triumph TR3A from Snake Valley & an MGB under the direction of Vice President Ron Harris





**3 more Aussie builds, 2 from Howard and a Victa. Collectors.**



**USA built Bolens Huskie from Deniliquin**



**Glass and Ceramic Insulators from Deniliquin NSW, Russell Meadows Butter Churn & Separators in shed 64 and a row of Stationary engines on display in the Jack Kirkpatrick Compound.**



**A quaint Power Hacksaw in the Lockinvar Reserve, and Bill Smith & C0's Steam Display at shed 60.**



**Time for a cooler**



**A Chamberlain laps the arena while the Navy's Foden takes a rest.**



**Some nicely presented engines on show by visiting exhibitors in the centre engine compound.**





**An Allis Chalmers makes a neat load on this GMC and this Inter Transtar is 2-STROKE TRUCKIN**



Indian V Twin Motor in the Chamberlain Hill Climb Replica



Darren Visser's Rebuild Of Chamberlain Hill Climb-Car Lake Goldsmith Rally May 2014

**Darren Visser and Son Luke take a spin in this rebuild of Chamberlains successful 1920 style Hill climb car. The motor is a from an Indian Motor bike, and the travelling mechanics seat is low comfort**



**Not seen to often is this Atco Scythe, ideal for small enterprise, and a neat BMW motorbike**



Wood Supply for the Boiler House May 2014 Goldsmith Rally

**The wood supply for the Boilerhouse**





2 Door Buick Eight from C late 1940s



**This 2 Door Buick Eight from the 1940's is a rare sight, and the Ford Prefect was a popular 1950's car**



MG B's on Parade May 2014 Goldsmith Rally

**MGB's featured well in this line up. It was not the best of weather for Rag Tops. So thanks to all.**



The Armstrong Holland gets a push from the Chamberlain May 2014

**Warwick Bryce transported the Armstrong Holland from Melbourne Steam Traction Engine Club on his dual steer Leader. Unloading was uneventful, but 7 Ton rollers do not go up wet earth ramps well,**



**so Brendan Roberts helped with a push from his Chamberlain, his second rescue call for the Rally.**

**The selection of photos on the forgoing pages outlines a few of the exhibits around the rally grounds**

**The variety was terrific; there was something there for everyone, cars, trucks, tractors and stationary engines, and the spread of steam vehicles that are the backbone of a steam rally.**

**Thanks to all those groups and individuals who defied the elements to provide this colourful and interesting display, and may we look forward to your continued participation at future events.**

**For the next few pages we will move away from the Rally Report, and get an update on Neil's list.**



In the April May edition the entries for oldest exhibit nominations were summarised. Whilst it will be interesting to find the oldest exhibit, the list is not restricted to items older than those already published. It is meant to include items which are early examples of that type of artefact, ie engine, telephone, radio train refrigerator wagon, car truck or furniture etc, if its old, it is eligible, so keep the list rolling. Neil Sanders initiated this list, and to avoid confusion all entries will now be listed under the title of:-

### Neil's List

For this addition we have some new entries,, so let's get rolling with the largest.

Most members and visitors will be aware of the 2 Railway carriage's on the West side of Clayton & Shuttleworth Drive. I have walked past them for years without the slightest idea of their origins.

Well that is until I was talking with Bob Yohnck who is the proud owner of the Northern carriage near the Scobie Bros. shed 42.

Bob is a very early member and has regularly made the pilgrimage from his Manly home. Bob has a NSW railway background and a lifelong interest in all things railway. During his early trips with the late Brian Burke they camped out on George Mulcahy's lounge room floor. Eventually the lodgings were expanded when a retired railway work van came up for sale in the North Ballarat railway yards. An inspection was organised, a price was negotiated, and delivery was arranged with a Mr H.. George who transported the carriage to George's yard on his AA International Semitrailer.

The Carriage was soon made liveable, and it became the home away from home for Bob and Brian for many years. As events changed and the club grew, the carriage (along with another) was moved to the club Rally Ground and set up, where Bob has used it ever since.



From the Ballarat yards to the trailer of the Inter and eventually George Mulcahy's yard. These pictures from 1978 record the Carriages later history and are this editions shoe box picture entry.

The Southern Carriage of the pair is owned by George Sheedy. George has a background with the Victorian Railways, and a lifelong interest in steam and he is also a long term member at Lake Goldsmith. Georges carriage came from the Geelong North railway yards, where George had driven the last train that pulled the carriage in service.

A third carriage arrived at George Mulcahy's yard. This carriage was acquired from a local farm where it had been stored in a shed for some years after its purchase from the Victorian Railways. The new owner was the late Mick de Graffe, who like Bob and George used it as his temporary sleeping quarters. This carriage was later acquired by our neighbour where it is in service as a shearer's rest room. This carriage had an unusual history in that it was 1 of 2 carriages converted for use as mobile Hospital carriages.

Following the major Railway accident at Sunshine in 1908, where 44 people were killed in an accident involving 4 Trains, the Victorian Railways decided to build 2 Hospital Carriages, which later saw service during world War 1, and were later disposed of sometime in the 1920's or 30's.

Mick's carriage turned up with Marble surgery areas and much of the original equipment, which was later removed as the carriage was converted for use as sleeping quarters.

Bob has supplied us with an elevation and some dimensions for these carriages that were built in the UK by Brown and Marshall in 1883 and fully imported by the Victorian Railways for use as 1<sup>st</sup> and 2<sup>nd</sup> class carriages. Later in their life these carriages were converted from the original 3 axles to



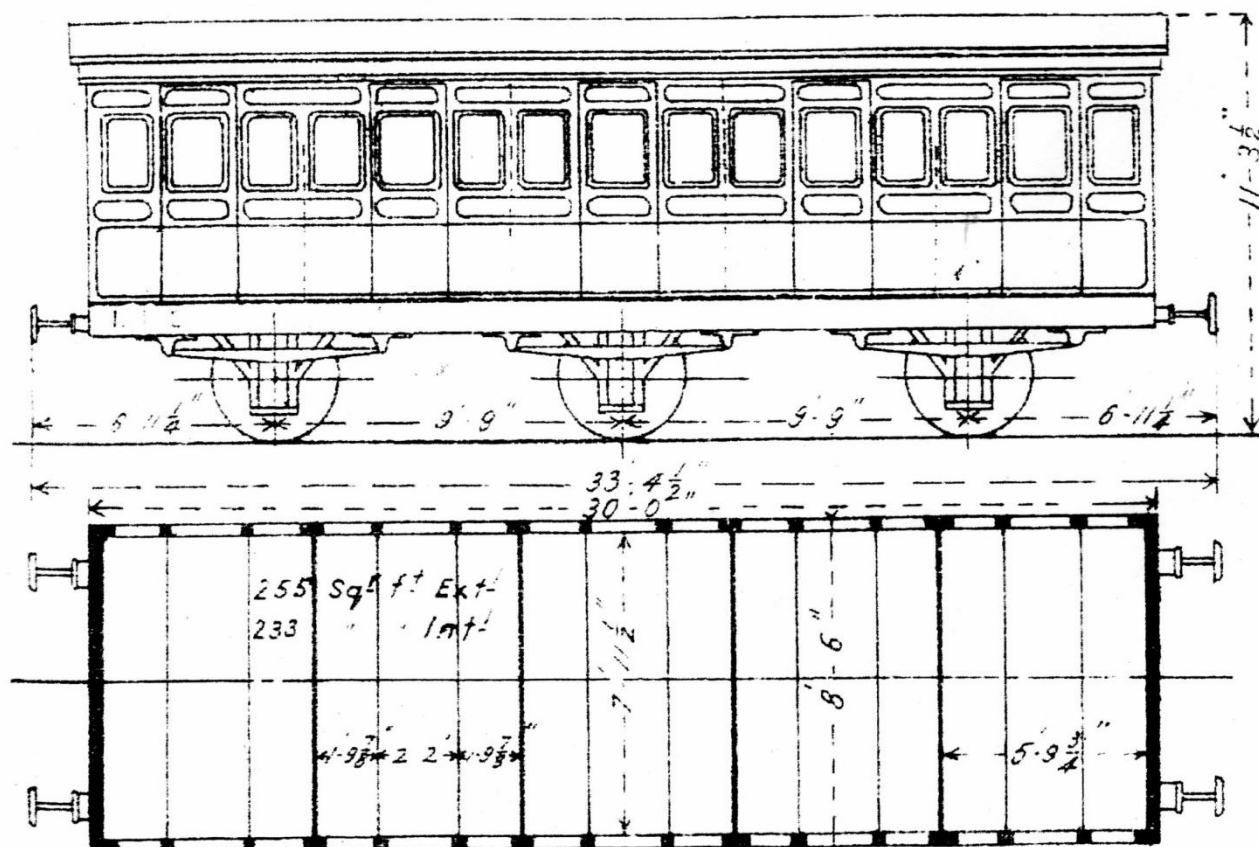
bogies, and the buffers were removed and automatic couplers fitted. Bob, and Georges carriages were both converted to work vans and fitted with bunks and kitchen facilities.

LENGTH (body)	30' 0"	LENGTH (over buffers)	33' 4 1/2"
WIDTH	8' 6"	HEIGHT	11' 3 1/2"
WHEELBASE	9' 6" and 9' 6"	TARE	9 TONS

(WITH WHEELS) 112 T. 10 CV

B

50 PASSENGERS.



Nos 17,33,97,107,108,109,110,117,235,321,323,324,325,326,327,328,331,332,  
333,334,335,336,337,338,339,340,342,343,344,357,358,359,360,361,362,  
363,427,428,463,464. Built by Brown & Marshall 1883, VR CONTRACT  
5 Compartments. Partitions 2 to Ceiling & 2 low.



As they appear today, Bob, and George's carriages, and the Ex Hospital carriage



This is about where I expected this story to end, but an unexpected meeting has added another unexpected dimension to the history of these carriages.

On May 27 together with Ron Harris I attended a walkthru of the Beaufort Station and Goods Shed Renovation, where VicTrack Project Manager Denis Cronin, and CommunityBuilding Program Manager Jean Parson outlined the progress and extent of works undertaken on this project to prepare the buildings for the use of the Pyrenees Arts Council in the Station Buildings, and ourselves in the Goods Shed, via a lease from VicTrack to the Pyrenees Shire.

Also present was Architect Fraser Brown, who is responsible for the concept and details of this project. Fraser has a background in Heritage Building Preservation and Renovation. He also has an interest in Railway History, a combination of interests that has worked well for the Goods Shed and Station Building Renovation.

Fraser has also been able to provide some photos of these carriages. The B&W below is a picture of B328 which became Hospital Carriage No 1 as it appeared in service. Our neighbours carriage was originally carriage A153, which became Carriage B343 and ended up as Hospital Car 2.



Hospital Car No 1 Victorian Railways



Restored Brown & Marshall Carriage at Seymour  
Fraser Brown Photo 2012

The restored carriage above is part of the Veteran Train assembled by VR for the 1954 Centenary



It seems that the 70 carriages imported as part of the order on Brown and Marshall in the early 1880's caused quite a stir after some mischievous complaints about aspects of their construction.

The carriages construction was found to be of good quality when examined by the authorities of the day, and all complaints were dismissed as set out in the following reprints from the Argus Newspaper

### THE NEW ENGLISH RAILWAY CARRIAGES.

A long series of statements was published in the Melbourne radical organ on Saturday, in which a studied attempt was made, on very slight grounds, to underrate the new railway carriages which were recently imported by the steamer *Aberdeen*. The statements are found by actually inspecting the carriages to be utterly unfounded. The principal object aimed at was to prove that because the carriages were not made in the colony they cannot be good, and the sweeping condemnation is passed upon them that "from the top of the roof to the wheels, and from buffer-plate to buffer-plate, these vehicles are objectionable and defective." The carriages underwent a close inspection on Saturday at the hands of Mr. Miles, locomotive superintendent, Mr. S. R. Peel, foreman of the railway workshops, Newport, and other officers of departments, including the traffic manager and engineer-in-chief, and Mr. Bent and Mr. L. L. Smith, M.L.A.s. The general comment upon the vehicles, whether regarded from the standpoint of the traveller, who looks mainly to comfort, or from that of the responsible official, who is chiefly concerned with strength and durability, was that in every way they are superior to any rolling stock which has hitherto been placed on Victorian railway lines. Mr. A. T. Clark, M.L.A., who took a cursory view of the carriages, hazarded almost at the first glance the opinion that they could be vastly improved on in the Williamstown workshops. He carefully indicated loosely-fitting joints in the ornamental part of the work, but when it was explained that these were to be covered by gilt mouldings, he betook himself to vague generalities. Every defect pointed out in the journal referred to was proved to have no existence by those most competent to judge, and it was confidently stated that the account of these defects had been obtained from a workman in the department who has little experience, and absolutely no technical knowledge. The vehicles are not "badly ventilated." Every side light can be lowered into the woodwork, and a flow of air generated sufficient, as one official hyperbolically expressed it, to "blow one's head off." The carriages are not made of "inferior and weak material," and the workmanship is not "abominable." On the contrary, though the finish may in places be a little rough—due, it should be remembered, to the haste with which the vehicles had to be got ready—the workmanship on the whole is as genuine and thorough, and the materials used of so excellent a quality, that a doubt was expressed by Mr. Peel, who has for many years been actively connected with railway carriage building, whether it was possible for the contractors to make a legitimate profit out of the transaction. The under-frame, about which a good deal has been said, is described by the locomotive superintendent as being strong, well braced together, and "capable of withstanding a good collision." In these days the latter qualification is of considerable moment. If collisions cannot be avoided, carriages capable of withstanding them are a desideratum. The teak of which the under-frame is composed is said to be "green." This is an error arising from want of proper knowledge as to the nature of teak. An auger-hole was made in some of the wood by an employee who had never before worked in teak, and the dust was exhibited to the writer of the article referred to, who, from its dampness, concluded the wood to be new and unfit for use. Teak, however, to be in good seasoned condition, should be oily throughout. The wood in the carriages is in good seasoned condition, should be oily throughout. The wood in the carriages is in good seasoned condition, should be oily throughout.

good seasoned condition, should be oily throughout. The wood in the carriages is perfectly well seasoned, and contrasts strongly with some of the hurriedly-steamed colonial woods of which carriages have had to be constructed in the past. There was no deflection of the under-frame timbers when supported at their extreme ends, and when mounted on the wheels the horizontal line is as true as a plumb. The assertion that the "enter-roads are braced on in such a flimsy manner that the slightest blow would knock them off," is so absurd as to render refutation unnecessary. An instance of the misrepresentation in which the whole article abounds is the statement regarding the carriages that "their cost will far exceed the colonial-made article." As a matter of fact the new carriages are, if anything, 10 or 15 cheaper, including freight, than those made in the colony, in addition to their being vastly superior in strength and beauty. Much capital is made out of the fact that the wheels sent out with the new carriages were too high, raising the buffer-line 3in. (not 5in.) above the Victorian buffer-line. This has already been remedied, and the carriages may now be seen in perfect running order with their buffer-line exactly coinciding with that of other rolling stock. The remedy was merely a matter of putting ordinary Victorian wheels under the carriages, instead of those specially sent out. It is satisfactory to learn that the department has made a profit out of this transaction. The special wheels, being larger, are worth from 10 to 110 a pair more than those used in their stead, and the gain on the three carriages, therefore, amounts to between 300 and 400, no small item when the total cost of first and second class carriages is about 1700 and 1500 respectively. It is worthy of note that the imported wheels can be utilised on the Hobson's Bay line, where counterparts of them are in daily use. The vehicles were designed by Mr. Stroudley, locomotive superintendent of the London, Brighton, and South Coast Railway, and the principal measurements, including the height of the buffer line, which seems to have been unaccountably overlooked, were supplied by Mr. Miles. The complaint that the wheel base of the carriage is too great is unfounded. The vehicles will run with safety on a curve of 10 chains radius, and there are no curves in the colony of a smaller radius than 10 chains. It may also be mentioned that exactly similar carriages are used by hundreds every day on the English lines of railway. A suggestion is made that the new rolling stock should be returned to the makers. This would be a difficult matter. The officials of the department, who may be presumed to be capable of forming a correct opinion, are so enamoured of their new possessions as models of workmanship and design, if nothing else, that they would not like to part with them.

It may be added at the present time, when such transparent efforts are being made to throw discredit on English manufactures, that carriages built 20 years ago by the firm—Messrs. Brown, Marshall, and Co.—who constructed those under notice are even now running on the lines of the colony, having stood the wear and tear of almost incessant traffic without suffering any apparent deterioration, and being equal, according to the statements of the railway authorities, to almost any vehicles in the country. Colonial-made carriages, on the contrary, have been so wretchedly put together, and have consisted of such inferior materials that after a comparatively short life they are in a "rotten" condition. The new carriages are so comfortably fitted in every particular as to suggest to many who inspected them the query, "Who will pay for a first-class carriage when he can ride in seconds like these?" The compartments are wider by 18in. than those of the ordinary vehicles, and only three persons are to sit on each side of the first-class carriages. Where only six occupy such a large space,

to sit on each side of the first-class carriages. Where only six occupy such a large space, the question of ventilation is not so pressing as it might be with some of the cribs at present in use, into which so many individuals are crowded that to remove the roof bodily would scarce give more than sufficient breathing air to the occupants. The blinds on the inside of the windows are of a new pattern. No brass catch has to be adjusted to fix them at the required height, but by some ingenious contrivance they remain stationary in whatever position they are placed. The doors have a novel kind of lock. They close with a "click" like the doors of a dwelling house, the subsequent turning of the handle double locking them. There need therefore be no fear of children falling out of the carriages by tampering with the fastenings. The new vehicles were taken on a trial trip to Sandhurst on Saturday afternoon, and they satisfied in every respect the expectations of the officials in charge. It is ultimately intended to permanently attach them to the North-Eastern system.

In conclusion, the facts given above have been obtained from the responsible officers of the department, of whom it has not hitherto been said that they are overpartial to goods of English manufacture as against those made in the colonies. They say that from the new carriages many new and useful ideas may be taken for adaptation to colonial-made rolling stock, among them being the electrical apparatus for communicating with guards and drivers, the continuous foot-boards, and the movable arm rests, by which the seats may in a moment be converted into easy couches.



## ENGLISH RAILWAY CARRIAGES—A VINDICATION.

TO THE EDITOR OF THE ARGUS.

Sir,—Our attention has been called to a correspondence, which during last year appeared in your columns, referring to 70 carriages built by this firm for the Victorian Government railway, and as several of the letters suggest that a great many defects existed in these carriages, we venture to address you on the subject, and shall be much obliged if you will kindly insert our letter in your paper.

As no doubt the leading engineers in Australia are well aware, this firm has for many years enjoyed a very high reputation for railway carriage building, and rolling stock of our manufacture is in use in nearly all the British colonies all over the world.

On looking over the alleged defects referred to by your correspondents, the only serious matter which we notice, and which appears to be substantiated by practical testimony, is that the panels in some of the carriages have been found to crack. In regard to this we beg to say the first shipments of these carriages were finished in a very wet season in this country; worse weather could hardly have happened for such work, as your engineers here will no doubt agree. They were then packed up in cases and conveyed to the docks for shipment in very damp, foggy weather, the newly worked wood naturally absorbing a large quantity of moisture. They were then placed in the hold of a steamer, where this moisture could not possibly evaporate, and shipped to Australia. Here they were landed in the hottest part of your season, and in a very short time put together and placed in traffic. We are then informed that they stood for a considerable time exposed to the hot sun in a railway siding where there was no protection given. It is therefore not to be wondered at that a few of the panels split, but that any of them remained whole under the circumstances.

With regard to the difference in the height of the buffers, the information received in this country mentioned that the railway wished to avail themselves of the latest improvements in carriage-building, and that therefore absolute exactness could not be held as important. The height of the buffers of these carriages is somewhat less than that prevailing in this country, and considering the difference which is mentioned (3in.), we think a little patience might have been exercised to have allowed these carriages to run until the springs had settled down, as they do in the ordinary course. It would then have been discovered that the carriages would not exceed the standard by more than 2in., a matter which in this country is not considered of the slightest moment; in fact, the carriages of the various railways in England which run together in the same train differ to a much larger extent.

There was no mistake whatever. The carriages were made exactly, as they were

There was no mistake whatever. The carriages were made exactly, as they were sent out with the distinct intention that every part should be made as sent, and they were so made with a view to guide the carriage-makers in Australia in their future work, which we have little doubt these carriages will do, and at the same time effect a great improvement on anything in carriages which has previously been used in the colony.

On the London, Brighton, and South-coast railway of England, 2,000 carriages made practically from the same drawings are now running, of which a large number were manufactured by this firm, and these have given every satisfaction to that railway.

In looking over the letters which have been sent us from Australia, we notice that your correspondents have carefully avoided in all the letters where complaints are made giving the name of any authority; but we also notice with satisfaction that where the tenour of the letter praises the work, the names of some of your leading engineers and railway people are given.

We may say, as far as we are concerned, the time allowed for the construction of these carriages was very much less than it should have been, in consequence of which additional workmen had to be employed here, which necessitated a good deal of extra vigilance on the part of our foremen and the inspecting engineers, and had any roughness of work been observed, it might be accounted for by this fact.

We, however, feel confident that the carriages have given, and are giving, every satisfaction, and we have little doubt that in 31 years' time many of these coaches will be still running on your railway, and giving as good account of themselves as those referred to by one of your correspondents built by Brown and Marshall for the Albury line in 1854.

We must apologise for thus trespassing on your valuable space, and beg to remain,—  
Yours, &c.,

(Pro Brown, Marshall, and Co. Limited),

ARTHUR L. SHACKLEFORD,

General Manager.

Britannia Works, Birmingham,

March 18.



## And a copy of the report from Mr Mirls, the VR Locomotive superintendent of the day.

### IMPORTED RAILWAY CARRIAGES.

Mr Mirls the locomotive superintendent of the Victorian Railways has reported as follows upon the workmanship of the new railway carriages recently imported from England -  
 Victorian Railways Locomotive Branch, 11th December, 1883. Sir - In obedience to your request to be furnished with a detailed report upon these carriages I have the honour to state that a general descriptive outline was sent from here, giving clearances for platforms, bridges, buffer-centres and heights, width of axle carriages, length of axle, gauge of rails &c, with instructions that the carriages were to be of the most modern design, care being taken to give head ventilation and breathing capacity for a hot climate, the bodies and under carriages throughout to be built of well seasoned teak wood, turnunder sides and compartments, all side windows to slide. Some further particulars were sent, with instructions to consult Messrs. Brereton and Lewis, consulting engineers. Messrs Brereton and Lewis gave the matter much consideration and recommended carriages 30ft long mounted on six wheels with play in the centre axle box brasses. They also secured the help of Mr Stroudley, the locomotive and carriage superintendent of the London, Brighton, and South Coast Railway, in the preparation of the detailed drawings and specifications. Tenders were invited from five of the principal manufacturers in England, with the following result -

TENDERS FOR 20 FIRST AND 50 SECOND CLASS CARRIAGES, RECIEVED MAY 9, 1882.

Name of Manufacturer	Price of Each Carriage Delivered Free On Board				Time of Delivery
	London		Liverpool		
	Class		Class		
	1st	2nd	1st	2nd	1883
	£ s.	£.	£ s.	£	
Brown, Marshall, and Co.	595 0	516	594 0	515	*Aug. 31.
Ashbury Railway Carriage and Iron Company	645 0	535	639 0	525	Aug. 31.
Gloucester Waggon Company	..	591	..	591	March 31.
Midland Railway Carriage Co.	728 0	610	719 0	600	Dec. 16. 1882
Metropolitan Railway Carriage Co.	731 10	612	728 10	609	Dec. 30. 1882

In recommending the acceptance of the tender of Messrs Brown Marshall, and Co, the engineers wrote to the agent-general:-

"Messrs Brown Marshall and Co have enjoyed a high reputation for many years, and we should without hesitation have selected I them as manufacturers to be entrusted with the order, but quite recently they have changed their manager, and we do not know much about the present man. Still we have no reason to suppose that they will fail to keep up their character for a high class of work."  
 The traffic manager here urges the Commissioner to telegraph to ship carriages by steamer. The manufacturers are pressed and rushed. The works are visited by Mr Lewis, also by Mr Stroudley, the designer of the carriages, and also by the agent-general. The first 10 carriages are not so well finished as they should be, for which a sum of money is held back. The carriages arrive in Melbourne. The buffer centres are found to be 3in. too high, and as the carriages were urgently required I decided to put our 3ft. wheels under them instead of the 3ft 6in wheels that came with them. I may here state that the wheels and fastenings are in my opinion, the best running. Some of the carriages were running in a hot sun shortly after coming out of the ships hold. This with the fact of the panels being made fast at each side with pins, caused a number of panels to split, and more are splitting. It is not caused by unseasoned timber or b) the panels not having been canvased, as has been stated, but through their being pinned - the fault of the designer, and not of the maker. The panels in these carriages are all blocked and glued, which my carriage foreman Mr Dobney, says is superior to glue and canvas. The following clause respecting the panellings &c, in the specifications will show that the practice of the London, South Coast, and Brighton line has been followed -

The upper panels are to be 5/8 inch thick and the lower and end ones 3/8 inch thick. When finished well secured with panel pins and blocks and further secured with teak mouldings, pinned on with 1 1/4 in. copper panel pins. The roof and ends of the compartments above the cloth line are to be covered with birds eye maple or sycamore veneer mounted on Honduras mahogany 3/8 in. thick, and finished round the margin with American walnut gold mouldings, &c., in exactly the same manner and of the same quality as the last carriages supplied to the London, South Coast, and Brighton Railway Company.

It is evident that the panels should be set in grooves and not fastened for this country, where the carriages are always running in the sun without any shelter sheds anywhere. I have continually called attention to the want of shelter sheds for carriages. The carriages as a whole are a fair substantial job - plenty for the money which the contractors obtained for them. I do not see that they could be held responsible for panels splitting, although the sum of £100 has been deducted from their account. I am replacing their original wheels, 3ft 6in in diameter and reducing the camber of the springs so as to bring standard buffer heights. - Yours obediently, S. Mirls, Locomotive Superintendent.



**You might need to enlarge these reprints to read them, or print them and use a glass, they are an interesting look back at the past, especially as they are a story about carriages preserved at the Rally grounds, and at 130 years old, and still sound in structure, there can be little doubt of their quality.**

**It is interesting that the services of Mr Stroudly are referenced in the tender summary for these carriages. Fraser has said that he was one of the leading lights in Locomotive and Carriage design at the time.**

**Next time you head down Clayton and Schuttlesworth Drive, have a look at those carriages, they have a story of their own.**

**Well all of that was an unexpected end to the carriage story, and all thanks to a chance conversation with the architect of what will soon be our Beaufort Heritage Precinct base.**

**Before we leave Beaufort, Jean Parson has provided us with a VicTrack fact sheet on the Community Use of Vacant Railway Buildings.**

**This outlines the requirements and criteria for these projects to proceed, and in the case of the Beaufort Station and Goods Shed gives an indication of the work that was undertaken by the Shire, the residents who formed a committee of common interest, and the VicTrack Team that all contributed to the success of this project. This really is a great way to preserve our Railway History and provide a centre for local volunteer and community groups.**

**May we hope that this program continues into the future and expands to include those buildings which have survived by the efforts of volunteer groups who leased such buildings before the scheme came into effect.**

**Fact Sheet**

## Community Use of Vacant Rail Buildings

### Community Use Program

Community groups across Victoria have an exciting opportunity to create unique and functional spaces to accommodate their activities. The Victorian Government's Community Use of Vacant Rail Buildings (Community Use) Program aims to revitalise some of Victoria's disused station buildings and precincts by making affordable space available for a range of community uses.

**Architectural concept for refurbished Beaufort station**      **Donald station - available for community use**      **Art gallery in the restored Stawell station building**

The potential use of each building will be considered on a case-by-case basis that takes into account the feasibility and sustainability of the intended activities, the cost to upgrade the building and the breadth of support for the proposed use. Key to the success of the program will be the strength of local government support and community uptake.

Many regional railway stations have iconic status and are highly valued by local communities. Some of these buildings are on non-operational train lines within town centres. These buildings are of particular interest to communities.

**About the program**

The Community Use Program is funded by the Victorian Government, which in 2011 committed \$10 million over four years.

The program is being managed by VicTrack, on behalf of Public Transport Victoria (PTV), and complements the work VicTrack already does under its Heritage Program to restore heritage railway buildings for community and commercial use.

The Community Use Program will initially focus on regional opportunities, with metropolitan opportunities to be explored at a later date.

**How does the program work?**

VicTrack is the custodial owner of the majority of built assets in the rail corridor.

VicTrack is engaging with local communities and councils to explore opportunities for the use of available rail buildings.

VicTrack is looking for unified support for the proposed use of rail buildings to ensure broad community benefit and dividend to the local community and region.

Applicants are required to submit a nomination form, including a business case, which demonstrates:

- feasibility and sustainability
- value for money (capital works)
- that the space will serve a variety of community uses
- that the proposal has the support of the local council and a lease is likely.

Once a potential use for the site has been identified, VicTrack will scope and cost capital works.

An in-principle lease agreement with the relevant local council or alternative entity will be negotiated prior to commencement of works.

If the application is successful, the capital works are funded (from the Community Use program) and the lease is subsidised for the life of the program (until June 2015).

**What are the funding criteria?**

1. The proposed works represent good value for money.
2. The building is suitable for a variety of community uses.
3. The proposed use has the support of local council.
4. Access to the building is available from non-operational areas of station platforms.
5. A nomination, including a business case, has been submitted by a community group/s.
6. The building is able to be restored to be safe and fit for use by community groups.

Rail buildings within town centres or activity centres will be preferred for community occupation.

**What will it cost?**

In most cases, the capital works will be fully funded by the program, with no requirement for council funding. The cost to lease each building is then determined on a case-by-case basis.

VicTrack can offer subsidies for rent, insurance, utility costs etc) for the life of the program (until June 2015).

The aim is to help communities and councils build toward a sustainable tenancy beyond the funding period.

**What determines whether the necessary works are 'good value for money'?**

In assessing the value of the works, VicTrack will look for propositions that:

- deliver broad community benefit
- create a dividend to the local community and/or the region
- do not detract from other activities already occurring in a community
- add value to current endeavours or creates new activity
- activate rail stations positively.

**Will any use be considered?**

In the first instance, VicTrack will consider whether the building is fit for the intended purpose. Some proposed uses may not be suitable for either the railway environment or the particular building. Conversely, some rail buildings may not be able to be restored to be safe and fit for community use.

**What is council's role?**

It is vital that the proposed use of the building is supported by council to ensure the benefit to the community is maximised. VicTrack's preference is to enter into a lease agreement with the relevant local government authority to ensure that the appropriate levels of insurance are in place. VicTrack may consider leasing to an alternative appropriately constituted entity if leasing, insurance, service costs and management requirements can be met.

**What does the community Nomination need to include?**

Community groups and councils need to complete a Nomination Form which includes a business case that demonstrates:

- how the proposed use/s of the building can be sustained over a period of time
- how maintenance, insurance and service costs will be met during and beyond the funding period
- how the proposed use aligns to local community plans or strategies.

A nomination form is available via email from [CommunityUse@victrack.com.au](mailto:CommunityUse@victrack.com.au)

**Who is responsible for the building?**

There are a number of ways that the responsibilities can be managed and carried out. With council as the Head Lessee, options for managing the building include:

- under a committee of management, appointed by the council
- by a sub-lease agreement with council (approved by VicTrack)
- as part of council's asset management program.

If an alternative Head Lessee is nominated this will be considered if suitable and workable governance and management structures are proposed.

**What help can VicTrack provide?**

In addition to helping communities explore opportunities for the use of vacant buildings, VicTrack:

- will, wherever possible, use materials and design that will minimise the operational cost and ongoing maintenance of the building
- will, as part of the lease, develop maintenance schedules to assist community tenants in meeting cyclical maintenance requirements for the building and its surrounds eg: cleaning, weeding
- will be responsible for fire plans and will work with council planning departments to accommodate any local planning issues
- will negotiate access to the rail corridor, if the building is on an operational rail line.

**For more information**

1800 095 800  
[CommunityUse@victrack.com.au](mailto:CommunityUse@victrack.com.au)  
[www.victrack.com.au/communityuse](http://www.victrack.com.au/communityuse)  
[www.facebook.com.au/VicTrack](https://www.facebook.com.au/VicTrack)  
[@VicTrack\\_Vic](https://twitter.com/VicTrack_Vic)

Last updated: July 2013

**VicTrack**



**VicTrack**



**Thanks to all who helped with information on the background of those carriages that have now been added to Neils list, and thanks to Jean and Fraser for there contribution to the story and the link to the Beaufort Project.. For the August/September edition we expect to bring the Beaufort Heritage Precinct Story up to date.**

**Just before we leave the Heritage Precinct, Jean has supplied concept views of the new Arts Council**



entrance, and the Goods shed which were prepared as part of the original planning for the project. The Steam Locomotive tops of the scene, but we may have to wait a while for one to materialise from virtual reality. It does set the scene off well, definitely something to think about !!



And finally from April 2014, a last look inside the Goods Shed before the renovation started.



Thanks Jean for these first and last images of a VicTrack sponsored Heritage Preservation project.

For this edition we must now leave Beaufort and return to Lake Goldsmith and catch up on the next entries on Neil's list:-



The above entry is from Max Jennings Cart Axle. Unusually this axle did not use an end nut or pinned bush to retain the wheel. The wheel hub is located by a retaining flange and shoulder.

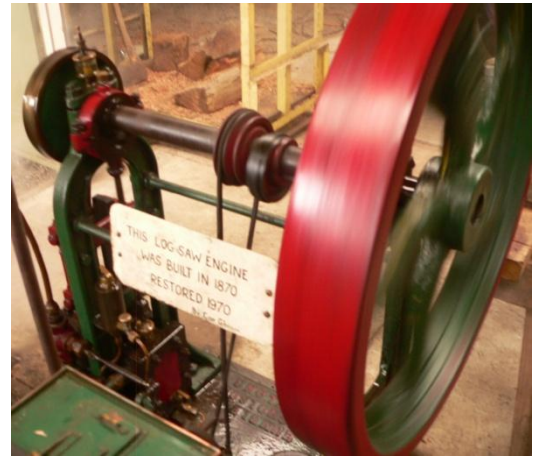


More unusual is the location of the makers name and date, which is stamped on the top side of the shaft inside the rotating wheel hub. At this point the surfaces only ever contact when the cart is jacked up so that there is virtually no wear, and the grease keeps the rust at bay.

Max has repeated the stamped information to the display board as shown in the centre photo. With a date of manufacture in 1832 this axle is 182 years old, which places it at the front end of Neil's list.

Thanks Max for this entry, and for having it on display outside shed55 on Fowler Road

The next entry comes from Brian Gleeson in shed 51, right opposite the Founders Building.

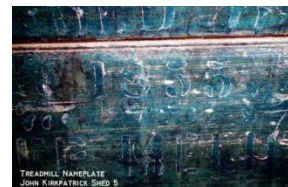


This entry is a steam engine manufactured by Humble and Nicholson in Geelong Victoria in 1870. In its working life it powered a log saw, and was restored in 1970, The steam condensing in the cold air during the Rally had the engine hidden in the mists of time. This shed was a nice spot to be in, nice and warm with lots to see, and good company.

This open frame engine is a rare sight, and at 1870 it is an early starter on Neil's List.

Now we go back to the early days of 1 horsepower power sources. This entry from John Kirkpatrick and can be found in shed 5 on Marshall Avenue

Built 1855 (see nameplate enlargement) this horse tread mill is still in working order, and so far this is the oldest working exhibit on Neil's list



TREADMILL 1855 USA  
JOHN KIRKPATRICK SHED 5





The next entry on Neil's list can be found in shed 43A, the Williams Family Shed. Melbourne Cable Tram Trailer No 18 is a backdrop to an outboard engine display, as can be seen in the photo below. Built in New York USA by John Stevenson in 1885, this carriage was one of the first 20 trams supplied for the opening of Melbourne's first cable tram route from Melbourne to Richmond. This carriage is 1 of 2 known survivors of these early cable trams, the other, No 1 is at Science works. Wheels and axle boxes have been acquired, and at some time it is hoped that restoration can commence. The cable tram network expanded to 66 miles of track and was the largest in the world



Readers are still interested in these very old exhibits that are on display at Lake Goldsmith, so keep forwarding them to the editor with pictures and a short story, or a long one if you want, Bob and Georges carriage story went from a paragraph to 7 pages.

With the list updated we can move back to 1932 and see what a South Melbourne Machinery Merchant had on offer at their Riverside Avenue Premises.

### Cameron, Sutherland and Stewart Pty Ltd

John Norris has uncovered a Catalogue produced in 1932 and has picked out some choice items that were offered for sale, so I will hand the story over to John.

Riverside Avenue, South Melbourne was the home base of second hand machinery specialists, Cameron Sutherland & Stewart Pty. Ltd. There was also a branch in Ultimo, Sydney. They were agents for engine manufacturers including Bellis & Morcom, Clayton & Shuttleworth and Ransomes Sims & Jefferies to name a few.

Catalogue No. 27 dated January 1932 has the claim "that we deal in and are specialists in high grade second hand machinery". The contents list a multitude of machinery, mainly steam that was on offer. Some examples are worthy of sharing with you.

#### **25NHP Marshall and Sons Portable Steam Engine**

Cylinders:- 12" \* 16", crankshaft:- 3 bearings Flywheel:- 72"Diam \* 15.5" face,  
Governor:- Pickering, Boiler W.P:- 120 PSI :- Firebox:- Large, reconditioned.  
Price:- £650

cont 18



## 6NHP Traction Engine by Fowler & Co

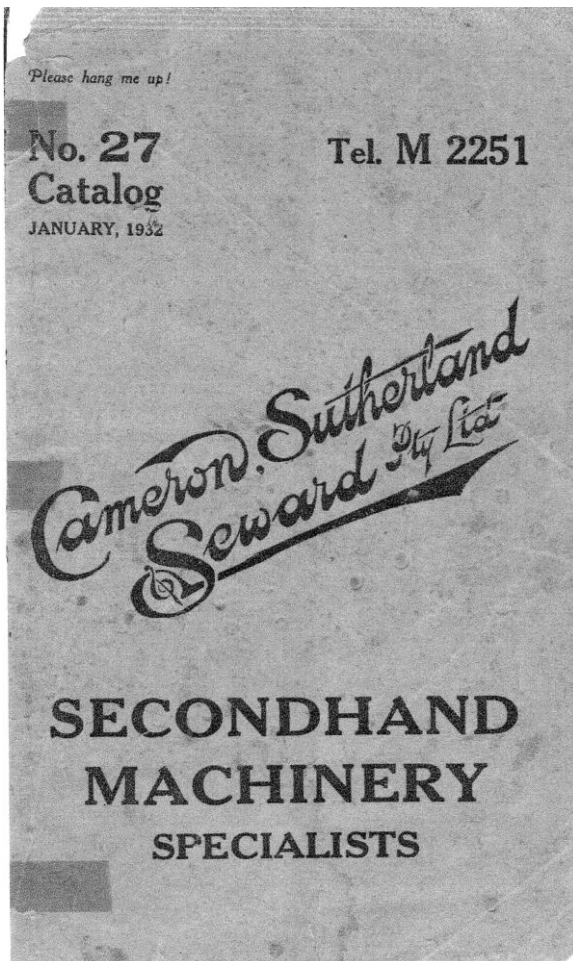
Cylinder:- 8" \* 10", Boiler W.P:- 140 PSI, overhauled and Tested

Price:- £350

## Kerr Stewart 2' Gauge 0-4-0 Steam Locomotive.

Cylinders:- 7 1/2" \* 12", Boiler W.P:- 160 PSI

Price:- On Application.



**20 CAMERON, SUTHERLAND & SEWARD PTY. LTD.**

Cyls. 8 x 12, Garret; two loose drums, 30 x 9; flanges 7 in.; shaft 4 1/2 in. Gear about 5 to 1. Good English built winch. M1640 £155

Cyls. 8 x 16, Martin & Co.; fast and loose drums, 36 x 15; flanges 7 1/2 in. Gear 4 to 1. Indicator, etc. T1641 £170

Cyls. 6 x 10; two loose drums, 24 x 10 1/2 in., flanges 6 in.; clutches on squares. Gear 4 1/2 to 1. Overhauled. M1642 £110

Cyls. 6 x 9, Horwood; one fast drum, 24 x 12 1/2, flanges 4 in. Overhauled. M1646 £50

Cyls. 5 x 8, Harman; one loose drum, 10 x 8, Flanges 6 in.; quick acting double cone friction clutch. Gear 4 1/2 to 1. Compact, handy winch. M1647 £55

Cyls. 6 x 10; one loose drum, 30 x 16; flanges 4 1/2 in.; clutch on square. Gear 4 1/2 to 1. Overhauled. M1643 £65

Cyls. 6 x 10; one fast drum, 24 x 12; flanges 5 in. Gear ratio 5 to 1. Overhauled. M1644 £50

Cyls. 6 x 10; one fast drum, 23 x 16; flanges 6 in. Gear 5 to 1. Overhauled. M1645 £50

**PORTABLE STEAM HOIST**, vertical boiler, 6 ft. x 36 in. dia.; 1 cross tube. W.P. 60 lbs. Engine 6 in. x 9 in., attached to boiler, flywheel 2 ft. 6 in. dia.; loose winding drum, 9 in. dia. x 20 in., with clutch and brake, pump. Gear 5 1/2 to 1; capstan head on drum shaft. All on W.L. transport on wheels, 1 1/2 x 4 1/2. B1647 £80

**Steam Winding Engines**

Direct acting first motion, with reversing gear, brakes, clutches, etc. All control gear from driver's raised platform.

Cyls. 16 x 36, Roberts & Sons; trunk guides; two loose drums, 6 ft. x 23 in., flanges 9 in.; clutches on squares operated by steam or air; post type brakes; steam reversing; shaft 8 1/2 in. in body; 7 in. bearings; 2 dial indicators. Engine centres 11 ft. 10 1/2 in. Driver's platform on right hand side. A fine modern set. In situ Bendigo. G1648 £450

**If you want to hire a Machine**

So much for the Steam on offer, the Internal Combustion buyers were not left out either, so it is back to John's story.

With £450 in your hand you could be the owner of a 57 BHP Horizontal Crude Oil Engine by Crossley Bros. Ltd. Complete with all accessories needed including the starting outfit- air compressor and receiver tank 6" / 20" Diam.

And for the Blackstone enthusiast there was a 6 1/2 HP Lamp Start oil engine completely overhauled and tested. Price £45.

On the smaller side a 3 1/2 HP Robson:- Cylinder:- Horizontal 5" \* 11" stroke, Lamp Start Ignition, Balanced Flywheel, Fuel and Water Tanks, and all of this for £32/10/0.

For the enterprising gold miner there were many items to pick up including winding engines. I quote " Phoenix Foundry, Cylinders 16" \* 42" Piston Valves, planed slide bars, 2 loose drums 8'Diam \* 18" wide on 8" shaft. Clutches on square brakes operated by steam or foot, indicator gear. All controls on platform between engine centres 13'. Excellent massive set located in Ballarat, Price £500

Pit Head pulleys up to 11' diameter, Safety mining cages, mining trucks & light rail.

£1000 would set you up ready to make a fortune!

On the electric front, a 400KW A.E.G 6000 Volt 3 Phase Alternator, direct coupled exciter driven by a Bellis & Morcom Ltd Vertical Triple expansion engine.

Price on Application.

Cont 19

A small oval cast iron agent's plate was affixed where possible on the goods offered. These are fairly rare and well sort after. In a restructure in 1939 the firm took on the title of:-

**Cameron & Sutherland Pty Ltd.**

And operated for another 20 years.



Thanks John for that insight into what was on offer in 1932. By today's standards the prices seem low for gear in good condition. Steam was starting to lose it's appeal, and the Great Depression must have made trading hard. These catalogues are an interesting window into our past.

Colin Holmes, who provided much of the Jelbart information in the pre rally Gazette, has followed up with some highlights on the May Rally generally, and naturally, the Jelbart's in particular.

### **Lake Goldsmith All Australian Tractor Rally 2014**

Overall this was a good Rally celebrating 100years of Jelbart Tractors. We had 15 at the 2009 Jelbart Engine Centenary Rally, but only 8 this time. We had two 1914 tractors and a good display including Mark Hall's 1920 14 HP from Young in NSW. To get to Goldsmith it was a 13 hour 1500 KM drive in a petrol V8 truck doing 2.5Km/Litre and using as much water as fuel. His tractor ran perfectly all weekend, and we appreciate the effort he put in to be there.

Trevor Oliver's standard Jelbart commentary, while discussing the finer points, was to state that "they get next to my commentary point, backfire, and cut out." A better wording is like Rolls Royce saying "they cease to proceed". This year they successfully circumnavigated the grand parade course.

Gary Williamson from Pakenham gave his 1914 14 HP a maiden start-up, needing just 1 ½ days to get going. Trevor Oliver was intrigued by the starting procedure which required much fiddling with knobs and levers, as on all Jelbart's.

Gary's brother, Geoff Williamson of Pakenham had a rare 1917 EAA McDonald, which is a brother to John Kirkpatrick's primitive 1913 EB McDonald.

Smith's Emu Creek Sawmill put a 3cyl gm Chamberlain Super 90 on the belt for a run. The combination of the sound of the exhaust and saw blade together, was like music to my ears, although I have never heard Jim Smiths 14HP Jebart on the mill.

Science Works had a rare Sunshine Model A and a prototype Chamberlain powered by a 1959 Grey Holden. Despite it being the 90<sup>th</sup> anniversary year of Ronaldson Tippet tractors, only two were there. There was also a replica racing car the same as Bob Chamberlain built and raced in 1928. It was powered by an Indian Chief engine. The kick Starter was between the right hand front wheel and the chassis.

There was a "tail end Charlie" lookalike there, driven 150 miles over from South Dandenong on the East side of Melbourne. There was also a Howard Kelpie and rotary hoe, plus a few Geelong based Inters.

The Clubs 1928 25HP Jelbart Roller came to life after many years. An intrepid and patient group of on site mechanics dismantled the carby and inlet to find the fuel blockage, and then enjoyed rolling around on it.



Maybe the next Jelbart feature rally could be in 2028 for the hundred year celebration of the clubs Roller, and also feature Road Rollers of all types. There are 6 known Jelbart Road Rollers from about 1900 that were produced, there are 3 which are the same as Lake Goldsmith's 3 wheeler, and 3 tandems with 2 wheels. The three tandems include 1 large, 1 medium and 1 footpath Roller. Add in McDonalds, Steamers and other makes and models that have been produced over the years, it would make a good Rally.

With the impending loss of the Australian Motor Industry that was booming in the 20<sup>th</sup> century, we must preserve and admire the survivors of this famous era in Australian Engineering History that has given this great nation of ours will never see again. They say that nothing is as constant as change.

Thanks Colin for that run down the Rally. Collin has also supplied some photos taken at the Rally which cover some of the tractors discussed above.



Mark Halls 1920 14HP Jelbart gets a Presidential send off from Trevor Oliver at Lake Goldsmith 2014 May Rally Colin Holmes photo



1928 Jelbart Road Roller Collin Holmes Photo 2014



John Kirkpatrick's 1924 R & T Superdrive and 1913 McDonald EB tractors. May 2014 Colin Holmes photo





3 CV GM powered Chevrolet Super 20 on the Bell to the Mt Erna Mill, Lake Goldsmith May 2014, Colin Holmes Photo



Science Works Sunshine Type A Light Tractor at Lake Goldsmith May 2014 Colin Holmes Photo



Geoff Williamson's 1917 EAA McDonald Tractor at Lake Goldsmith May 2014 Colin Holmes Photo

That brings us to the end of Colin's collection of Aussie Builts at the May 2014 Rally.

### Gisborne Steam Rally and Tractor Pull

Now for a trip to Gisborne and a quick look at their May Rally. As usual there was a good crowd and plenty for them to see at this year's Rally, and the weather was kind too. Always popular with the younger visitors is the 7 ¼" miniature train, and for the others there is the Vintage Tractor Pull, and a large contingent of restored trucks, cars and motor bikes from all eras. All up it is a good family day with something for everyone and a lot for a few.





7.25 railway in action at Gisbornes May 2014 Rally



Fowler Roller takes a break at Gisborne May 2014



Perry Locomotive open for inspection May 2014



John Sparks and family at Gisborne May 2014



Pierce Arrow at Gisborne May 2014



Sunshine Parts at Gisborne 2014

It's goodbye to Gisborne for this year, and look forward to next year. Now we venture a bit further afield, across the Indian Ocean in fact, so tighten your belts for the flight and open your brochures.



**Sandstone Heritage Trust**  
Host of  
**STARS OF SANDSTONE**  
Heritage Rail Road Farm & Air Festivals  
[www.sandstone-estates.com](http://www.sandstone-estates.com)





Located a mile above the sea, in the Eastern Free State, of South Africa, an area of fertile well watered farmland on the Caledon River at the border of Lesotho, Sandstone Estates is a large modern self sufficient farm that has been blended with a Heritage complex that includes 26KM of Narrow Gauge Railway with its large collection of agricultural and commercial mobile machinery.

Long standing business associates Wilf Mole and Mike Myers have established this collection from railways, farms and industries and wrecking yards around Africa and provided resources to restore and house this large and varied range of equipment that forms the nucleus of attractions at the Stars of Sandstone Festivals

In addition to its own collection, by arrangement with other groups, the Stars of Sandstone Festivals include displays of Cars Trucks and Military Fighting & Transport Vehicles and light aircraft, Moths, Chipmonks and Harvards etc. With their own airstrip, parallel to a Road and Railway line, some unique photo oportunities are possible.

With some spectacular scenery, and timetables that start before dawn and end after sunset some incredible photo oportunities arise, and teams of photoghaphers are on hand at prime locations.

Locomotives range from ex South African Railway Garrets to tiny 0-4-0 industrial locomotives, and a range of flat top (with Loads) and passenger cars add variety and reality to have the Locomotives working hard on the steep gradients

Buses, trucks, tractors, and traction engines are all in action at the Festival, and many visitors arrive early and become volunteer drivers and mechanics. Contingents from Australia, the UK and Europe are active on the Trains.

I first heard of Sandstone Estates when Dave Mickle headed off a couple of years ago, and when this editorial stint started I contacted the Group for details for a feature article. In addition to their help, Warwick Bryce headed of with Robin Gibb for the 2014 event, and apart from having the time of his life as a volunteer, came back with the following photos .

Warwick will be writing up his adventures in Steam Supreme ( the first one is in the June addition) over the next 3 issues. If you can get your hands on a copy, ( even if it means joining MSTEC to do so) it is well worth a read.

If all goes well, I hope to have a follow up feature in the Dec addition when the arrangements for the next Festival will be known.

Thanks To Wilfred Mole and Warwick Bryce for the story and pictures.

P.S. Wilfred Mole has advised that “ STARS OF SANDSTONE 2015” will run from 2-12 April 2015

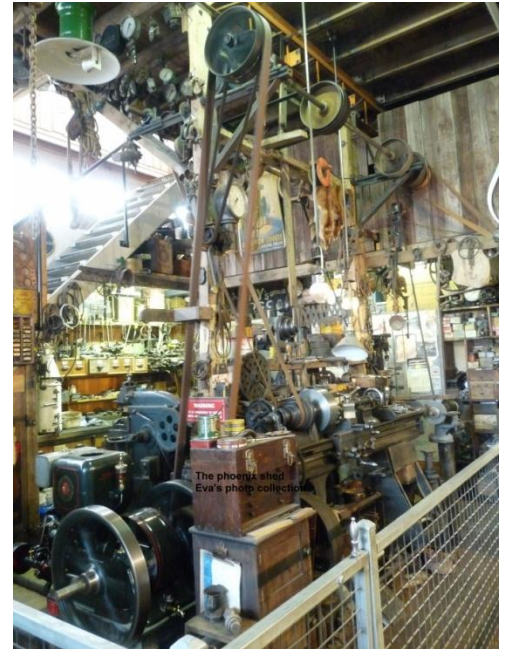




Now it is time to move back to the 103<sup>rd</sup> Lake Goldsmith rally and take a look at some photos by Eva Zlatkovic. Eva and Graeme are members at Ballan, and regular visitors to Goldsmith and over the years Eva has collected an impressive range of exhibits in her collection. We have exhibited her photos previously in Goldsmith, and many have taken up her offers for large sized prints.

If you are interested in more information, Eva can be contacted on 0409 858 336

Now you can enjoy a return to the Rally







Cadillac Convertible  
Eva's Collection



Humber Super Snipe Eva collection photo



Crawler on Parade  
Eva's Collection



Eva's photo collection  
Ford 10/10 Van



MG 1930's STYLE  
EVA'S PHOTO COLLECTION





A second entry from John Norris gives us some background on this well turned out Steam Wagon  
**The Clayton & Shuttleworth 5 Ton Steam Wagon**



Clayton & Shuttleworth 5 Ton Steam Wagon  
No37838, built in 1916 at Lincoln England  
Sam Symes and Eric Wolverson at the controls  
Lake Goldsmith 103rd Steam Rally May 2014

Back in action after a 6 years rebuild, the Clayton & Shuttleworth 5 ton Steam Wagon hides its 98 years. Built in Lincoln England in 1916 with works No 37838, this wagon is 1 of 3 known to survive, and is the only one in steam, so it is a rare and welcome sight.

The works were carried out in John's workshop with the help of friends, including Eric Wolverson who is at the wheel in the picture above with Sam Symes firing.

The boiler work was extensive, with a new firebox tube plate and crown sheet, plus new stays and tubes. Member Neil Badenock from Adelaide helped replace the gears

Eric is also involved as an engineer on Murray River Paddle Steamers, and Sam who hails from Euston is involved on the Marion and Ruby paddle steamers and is a regular volunteer at the Psyche Bend Pumping Station at Mildura. At 16 Sam has a lot of years ahead in Steam Preservation and operation.

Thanks to all involved, it was good to see this piece of history looking smart and steaming well

Now comes the time to sign off on this Edition of the feature section of the gazette, and to thank, not only those who have contributed articles and pictures but thank all those who brought the exhibits to the 103<sup>rd</sup> Rally. The range of exhibits is enormous.

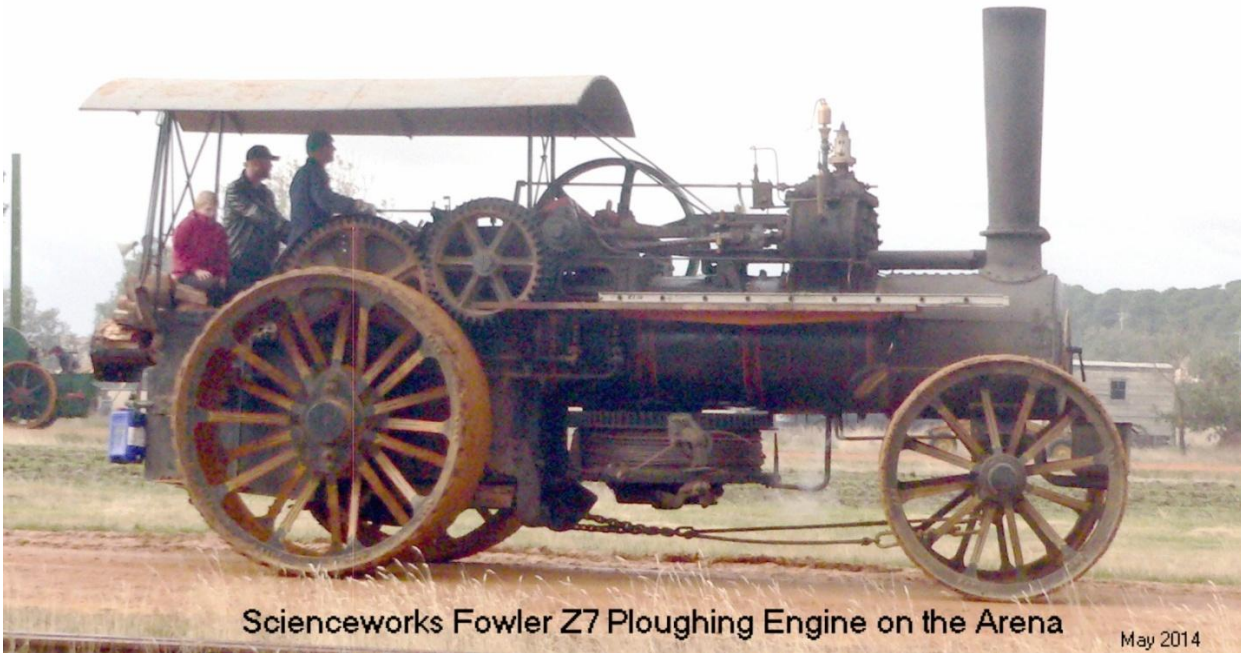
And in particular to those who brought the Aussie Made tractors, and other bits as well to this Rally. It was good to see such a variety of gear in the same place, and I am sure there are many like me who saw things that they had never seen before.

Now we head for the Caterpillar Rally in November. The entry forms are ready and can be downloaded. Next edition we will be starting to feature stories on Caterpillars that are expected





## SCIENCEWORKS AT LAKE GOLDSMITH



Scienceworks Fowler Z7 Ploughing Engine on the Arena

May 2014

### The Fowler Ploughing Engine

This ploughing engine is a popular sight at Lake Goldsmith Rally's, where, with Peter Jackman at the controls it can be seen on the arena and in parades around the grounds. At 25 Tonnes it is an impressive sight. Built at Leeds in England in 1919 By John Fowler and Co, it was used in NSW and later it was 1 of a pair used by the Melbourne and Metropolitan Board of Works at their sewerage farm at Werribee. It was retired from active service in the 1950's, and in the 1980.s it was restored by Bob Butrimis and Bruce Roberts. In 2001 the Board donated it to Scienceworks, who in turn loaned it to the Lake Goldsmith Steam Preservation Association where it is run at the May and November Rally's

With 180 PSI working pressure, these 25 NHP compound engines had 250 indicated HP available. These machines were used more than ploughing, including land clearing and channel digging.

One of the more unusual uses of a similar Fowler Ploughing Engine is coming up for its 70<sup>th</sup> anniversary. Soon after D Day in World War 2, one of these machines was sent to France and used to haul the PLUTO ( Pipe Line Under The Ocean) onto the beach. Its modified Winch had a 14 Ton Pull, and nothing else was available at the time. All up six machines were committed to the project. Ultimately over 170 million gallons of fuel were delivered to France before hostilities ceased.

### THE MMBW PORTABLE WORK VAN



This neatly restored van was used by the MMBW workmen as portable quarters when they were working on site projects. Currently it is used by the ploughing engine operator, as temporary quarters during Rallies