

Goldsmith

Refer Gazette 130A for the 104th Rally Story
The Pyrenees Heritage Preservation Magazine
Feature Supplement of the Goldsmith Gazette

December 2014 No 130 B

Lake Goldsmith Steam Preservation Association Inc

Registration No:- A0032895



NEXT RALLY May 2 & 3 2015

At Lake Goldsmith Rally Grounds

1234 Lake Goldsmith-Carngham Road Lake Goldsmith Vic Melway Ref X926 H3

ALL FORD'S. FORDSON'S & LIGHTING PLANT'S

Cars Trucks Tractors & Earthmovers & Electric, Gas Petrol, etc and Kerosene Lights

Nov 2015 Rally:- All things McCormick-Deering and International & Steam Wagons



The Grand parade of Heavyweights Lake Goldsmith Nov 2014 Photo from Eva's Gallery

Some scenes from the November 2014 Rally in part A of Goldsmith

The President, committee and members

Wish to thank all those who visited and exhibited at the 104th Lake Goldsmith Steam Preservation Association Rally on the 1st and 2nd of November 2014.

Your presence and support made the weekend a success beyond expectations, and the variety of exhibits on display and the demonstrations of earth moving plant in the arena brought this machinery to life with all the noise and action of their working life.

The theme for this event was Caterpillar, and they turned up in force. 42 vintage and Classic tractors and 3 graders, plus some modern ones, all combined to make what was the largest public showing of vintage Caterpillars in Australia.

These machines are heavy and many were transported long distances, at considerable expense to their owners to attend the Rally. They came from all directions in Victoria and New South Wales.

William Adams, who are the Caterpillar Agents for Victoria and Tasmania supported this Rally and displayed tractors from their own collection, and others owned by members of their Staff.

The local Chapter of the Antique Caterpillar Machinery owners Club based in Corryong in Eastern Victoria provided a collection of early Caterpillar tractors which were transported by 3 floats on their 1250Km round trip.

Gary and Jeff Williamson's 1914 Holt 75 Caterpillar was on show at the rally and gave a 100 year spread to the Range of Caterpillars on Show. The Story of this Tractor and its restoration can be read on the last edition of Goldsmith at:-

http://lakegoldsmithsteamrally.org.au/downloads/Goldsmith_Gazette_129A.pdf (2 underscores)

Mark and Jamie Hutchings of Beaufort had a large collection on hand, and their workshop and float were busy for weeks carrying Caterpillars to and from the Rally.

Members, John Kirkpatrick, Rod Jones, Bob Addison, Daryl Marshall and Ted Goddard all had Caterpillar gear on show.

To the many exhibitors I have missed, and all of those who brought tractors from other makers, and those who filled the compounds with all manner of exhibits and the visitors who tested the limits of our parking facilities, thank you for your support and tolerance, and we hope that you enjoyed this Rally and continue to enjoy these events in the future.

Find us on the net at:- www.lakegoldsmithsteamrally.org.au

Or contact us by email info@lakegoldsmithsteamrally.org.au
Or write to: The Secretary:- P.O. Box 21 Beaufort 3373

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

To register for this “cost & obligation free” bi-monthly e-magazine “Goldsmith”

just Email:- goldsmithgazet@optusnet.com.au **or** **ph 0425 744 052**

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.

Copyright

Editor:- goldsmithgazet@optusnet.com.au

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 CORRECTIONS TO NEIL'S LIST

If my memory serves me correctly, the first entry on Neil's list was the clubs hand cranked rail mounted crane built by Lloyds Fosters at Wednesbury near Birmingham in the UK. This Crane was thought to have been manufactured in 1879.

For the Grand opening of the Beaufort Goods Shed this crane was set up on the rails inside the shed, and apart from its obvious rail heritage it was believed to be the oldest machine on display for the opening.

After the ceremonies were over those who had worked on the shed restoration had a chance to look around at the exhibits that Ron Harris and his team had assembled.

The project Architect and Rail Historian Fraser Brown, who many will remember from his story in Gazette 127 on the history of the Brown and Marshall carriages owned by George Sheedy. Bob Yohnck and David George, was at the opening and inspected the crane, and has again uncovered an intriguing project in the cranes past, and overturned our accepted estimate of its age.

The story, with its unexpected connection will appeal to many interests, and is best told by Fraser.



TRANSPORTING HEAVY LOADS IN 1864

THE BURKE & WILLS CEMETERY MONUMENT

The Lloyds, Foster & Co. railway hand crane and its connection to Burke and Wills Preliminary results of an investigation by Fraser Brown

The Lloyds, Fosters & Co. railway hand crane now in the goods shed at Beaufort is older than previously reported. The 1879 date quoted for the crane cannot be correct as the manufacturer Lloyds, Fosters & Co. of Wednesbury, England was absorbed by the Patent Shaft & Axletree Company, also of Wednesbury, during 1867. It is probable that the crane arrived in Melbourne in 1859 or 1860 as part of one of the earliest Government orders for railway equipment. It also appears likely that the crane played a small part in one of the highest profile heavy transport undertakings in nineteenth century Victoria.

Bourke & Wills

The saga of the Burke & Wills Expedition from Melbourne to the Gulf of Carpentaria in 1860-61 is well known. The remains of Burke and Wills were exhumed from Coopers Creek and brought to Melbourne, arriving on 29 December 1862, to be buried in Melbourne General Cemetery. Public subscriptions raised a considerable sum of money for a suitable monument for the grave. Contractors Huxley Parker & Co. were commissioned to build the cemetery monument from large blocks of Harcourt granite. The granite arrived in Melbourne in early September 1864 and the journey was well recorded in Newspapers of the time.

The first granite quarry at Harcourt was opened by Joseph Blight during 1859 to supply Granite for the construction of the Melbourne to Bendigo railway. Blight's quarry was a surface quarry located on the North West slope of Mount Alexander, about 6 KM from Harcourt Railway Station. The railway between Kyneton and Bendigo (then called Sandhurst) including the



station at Harcourt, opened on 21 October 1862. The extension to Echuca took another 2 years, opening on 19 September 1864. Without the railway the task of moving the large stone blocks would have been nearly impossible. But saying that, a lot more stone was moved to build Stonehenge, thousands of years before. One interesting thing is that the photographs show the stone block had 36 Tons sign written on it, but a quick calculation of the quoted dimensions suggests it actually weighed 27.6 Tonnes or about 27 Tons or 30US Tons.

The task of moving the granite blocks was described in the words of the contemporary newspapers from 1864:-

THE BURKE AND WILLS MONUMENT

Harcourt is at present, says the Mount Alexander Mail, the scene of considerable interest, in consequence of the successful quarrying and conveying to the railway station the great stone for the Burke and Wills monument about to be erected in Melbourne. It is the largest block of Granite that has ever been quarried in the colony, and presents a most imposing appearance. Its gigantic proportions have attracted many visitors to the spot, and the block is much admired for its beauty and lightness of colour. It measures twelve feet long by six feet broad and six feet thick and weighs over thirty Tons. A wagon had to be constructed expressly to convey it from Mr Blight's granite quarries to the station, a distance of two and a half miles. Short as this distance is, the transport of the stone occupied Mr Blight several weeks, with the aid of forty bullocks. A great portion of the road had to be laid with planks to prevent the carriage from sinking into the ground. A special engine will shortly remove it from the Harcourt Station to Melbourne, where it is to form part of the monument in the cemetery.

[*The Argus Wednesday 20 July 1864 p 7*]

On the 5th instant (says the Argus) was accomplished a rather singular and very difficult operation, namely, the removal from Harcourt, by railway, of a gigantic block of granite, which will be placed in the Melbourne General cemetery over the remains of the explorers, Burke and Wills. The Weight of the monolith is, as near as can be ascertained, thirty five Tons, the dimensions being twelve feet high, six feet square at the base, and tapering to five feet square at the top. It is to form the uppermost stone on a pedestal of equally massive proportions. The whole of the granite required has been obtained from Blight's Quarries in Mount Alexander. For conveying the several blocks from thence to the railway station, it was necessary to construct a wagon sufficiently strong and adapted to a bush road. Upwards of six weeks were spent in removing the largest stone over these two miles and a half of ground. Although more than forty bullocks were put at one time to draw the load, it was found necessary at last to adopt the slower but surer method of hauling by crab winches, blocks, and falls over the entire distance. A special engine was provided for the occasion. An average speed of about nine miles was maintained throughout and Spencer Street Station was reached at seven P.M. without the slightest accident. The outer blocks already deposited at the cemetery consist of one of 24 tons and two of thirteen tons and seven tons respectively.

[*The Sydney Morning Herald. Friday 9 September 1864 page 2*]

An important step has been taken towards the erection of the Burke and Wills monument over the explorer's graves in the Melbourne cemetery. This was the conveyance from Harcourt to Melbourne by the Victorian railway, of the largest block of stone ever moved in Victoria, which is intended to form the shaft of the monument. The monolith, which arrived safely at the Spencer Street Station yesterday, weighs nearly thirty five tons, and is of solid granite, hewn from the quarries of Mount Alexander. It will readily be conceived that the labour of drawing this massive block from the quarries to the Harcourt Station, a distance of two and a half miles was something immense. It took several weeks of incessant toil, and was a very expensive affair. The transit by rail was successfully accomplished in about 9 hours, no delays beyond those requisite for cooling heated axles being experienced. The contractors for this monument are Messrs Huxley Parker and Co. who have overcome difficulties in connection with the undertaking deemed by many experienced men almost impractical in this colony.

AGE [*Geelong Advertiser, Thursday 8 September 1864, page 3*]



Figure 1 (State Library Vic.) The large granite block on arrival at Spencer Street Station in Melbourne. Note the stone is supported on a riveted iron frame suspended between two K class centre bolster flat wagons. The wagons are two of fifty built in 1859 by Joseph Wright and Sons in England, numbered 1K to 49K. They were designed to carry 8 tons each. The modification, which appears to be temporary, removed the springs and axle boxes and replaced them with rigid plain bearings. This lowered the height so the outer buffers were raised on offset packing blocks to lift them to the standard height. It seems that the stone on its supporting frame would have been within the standard Victorian Railways loading gauge, even without the reduction in height, so the lower bearings must have been to increase the load carrying capacity. Even so this load required a special train and was restricted to nine miles per hour with continual lubrication of the bearings. The crane visible in this photo is probably a pedestal crane rather than a mobile rail crane.

LARGE BLOCKS OF GRANITE

The railway part of the journey went smoothly; however, the same cannot be said for the short distance from Spencer Street Station to the Melbourne general cemetery in Carlton. It is not known if the wagon in the following photographs was the one constructed in Harcourt for the journey from the quarry to the station. It is probable that it was and that it was brought by rail from Harcourt. The large stone was left on the wagon at the cemetery for months after arrival in September 1864.

The route taken from Spencer Street was along Collins Street to Elizabeth Street, and then up Royal Parade to the cemetery. It seems an overnight stop was planned for in the city, in the centre of queens Street to the South of the junction with Collins Street.

Tuesday, 13th September:-

No little excitement was this afternoon caused by the removal from the railway terminus of the immense block of granite intended as the base of the Burke and Wills Monument. It was drawn through the City to the new cemetery by some forty stout horses, followed by crowds of the ever

inquisitive, who seemed under the influence of quite other than melancholy reflections upon the occasion. There were evidently but few who gazed with sad affectionate interest upon the memorial to the explorers, compared with the gaping crowd who marvelled at “such an awfully big stone.”

[Bendigo Advertiser. Wednesday 14 September 1864 p. 2]

It seems that the Bendigo Advertiser had to go to press too early to get the scoop of the drama to follow.



Figure 2 (State Library Vic) The large granite block parked in the centre of Queen Street. This appears from the newspaper reports to have been a planned overnight stop. The part not planned for was that the wagon sank into the road and it took all the next morning to jack and dig it out. Notice the front wheel has sunk about 9 inches into the road surface. The wheels were solid redgum slices with iron hoops around them. The load per wheel would have been about 7.5 tonnes so perhaps it is not surprising that some damage was done to the unsealed road surface. The well bearded man in the pale suit sitting on the shafts appeared in Figure 1. Was he Huxley or Parker or one of their employees?

The block of granite, destined for the monument to be erected in the Melbourne general Cemetery to the memory of the unfortunate explorers, Burke and Wills, came to a dead stop near the junction of Queen and Collins Streets, on Tuesday evening. The wheels of the ponderous carriage on which it was being conveyed to the yards of the contractor, Messrs Huxley and Parker, having sunk so far in the ground as to render progress impossible without the aid of powerful screw-jacks for raising them. On Wednesday afternoon, at about three o'clock, the proper mechanical appliances having been obtained and set to work, the horses were again attached to the wagon, and it proceeded with its enormous burthen safely to its present destination, accompanied by a great concourse of persons, who

occasionally gave a lusty cheer. Previously to the removal of the block from Collins Street, an unfortunate accident occurred to a respectably dressed woman, who, while crossing from the pavement to get a closer view of it, was knocked down by a spring cart, the wheel of which ran over her foot and injured it so seriously as to necessitate her immediate removal to the hospital.

[*The Star. Thursday 15 September 1864 p. 2*]

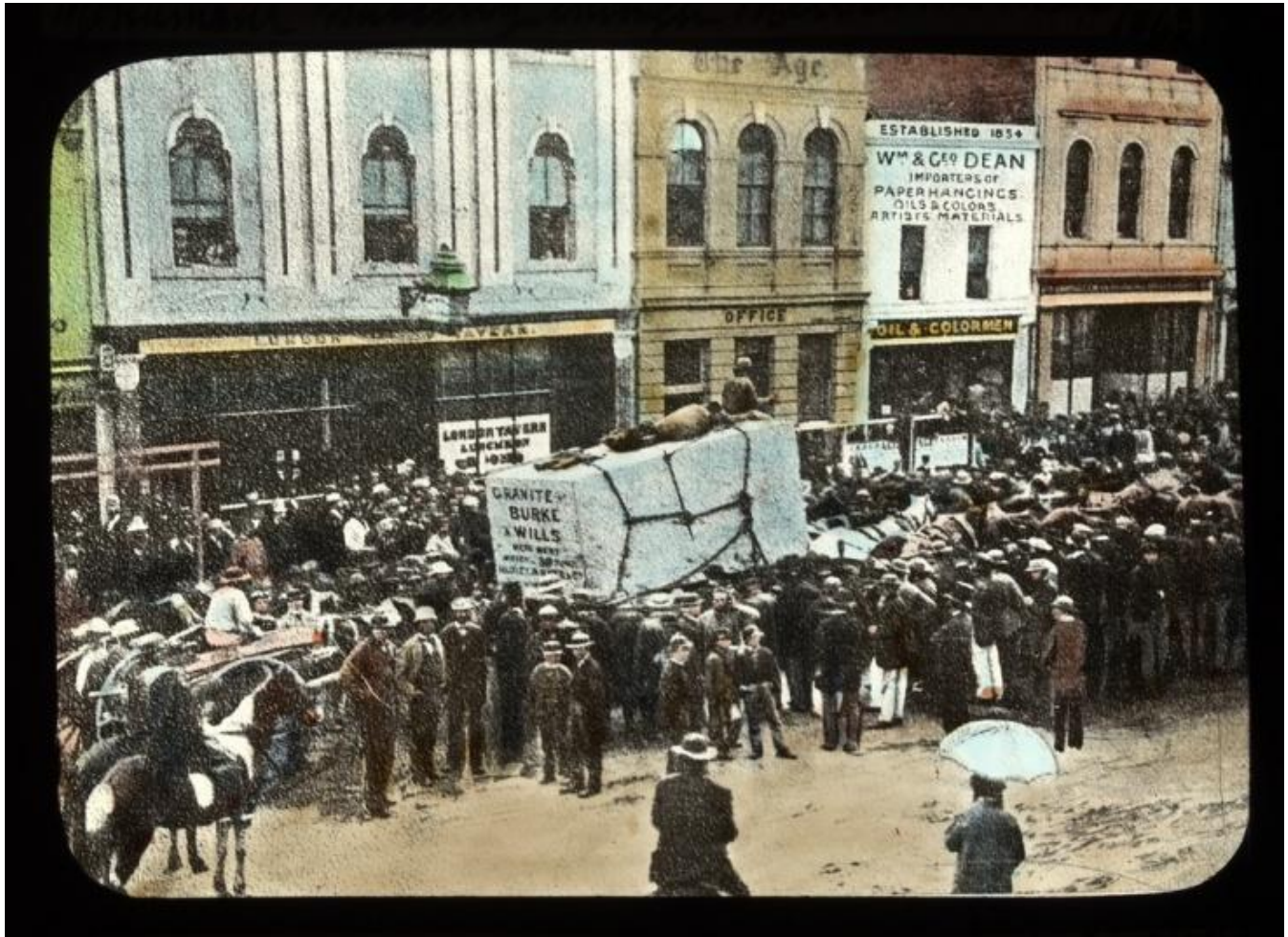
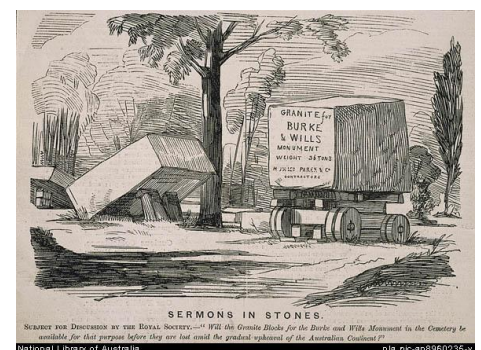


Figure 3 (State Library Vic) Even larger crowds assembled to observe progress along Elizabeth Street after news of the bogging became known. Some of the 40 stout horses are visible, harnessed to the wagon.

It is to be regretted that no apparent preparations have been made to commence the monument to Burke and Wills. Six monstrous masses of granite, which have at great expense been conveyed to the Melbourne General Cemetery, remain there- five of them supported by screw jacks and heavy props of timber, in a sloping position, leaving their ends resting on the earth, and the sixth- the thirty six ton granite monolith-is quietly reposing on the huge car which conveyed it there, and which conveyance is also supported by timbers. The enormous tires of its wheels are at a distance conspicuous from rust on their surface. It may be a problem how to raise these stones into the form of the obelisk, but doubtless, as they are still in the rough, their weight will be reduced by the necessary trimming and cutting, and the difficulty will thus be rendered less. It has not yet been determined when the work will be commenced, as there is some financial difficulty in the difficulty in the way.

[*the Australian. Saturday 31 December 1864 p 12*]

Figure 4 The apparently abandoned granite and wagon at the grave side in Melbourne General Cemetery . (National Library record)



The Lloyds, Fosters and Co. Hand Crane

And the link between the hand crane at Beaufort and Burke and Wills?

The image below is an enlargement of part of a photograph of the Williamstown Railway Workshops taken in 1864. Visible in the photograph is the iron frame used to transport the granite block for the Burke and Wills cemetery monument, mounted on the two modified flat wagons, as seen in figure 1.

In front of the iron frame is a mobile hand crane identical with the Lloyds, Foster & Co. crane at Beaufort. Also visible are two smaller light weight hand cranes. The hand cranes were evidently used to assemble the special frame onto the flat wagons.

*Figure 5
(State Library of
Victoria)
Enlargement of
the 1864
photograph of
the
Williamstown
Railway
Workshops
showing a
Lloyds, Fosters
& Co hand
crane with the
special heavy
trolley wagon.*

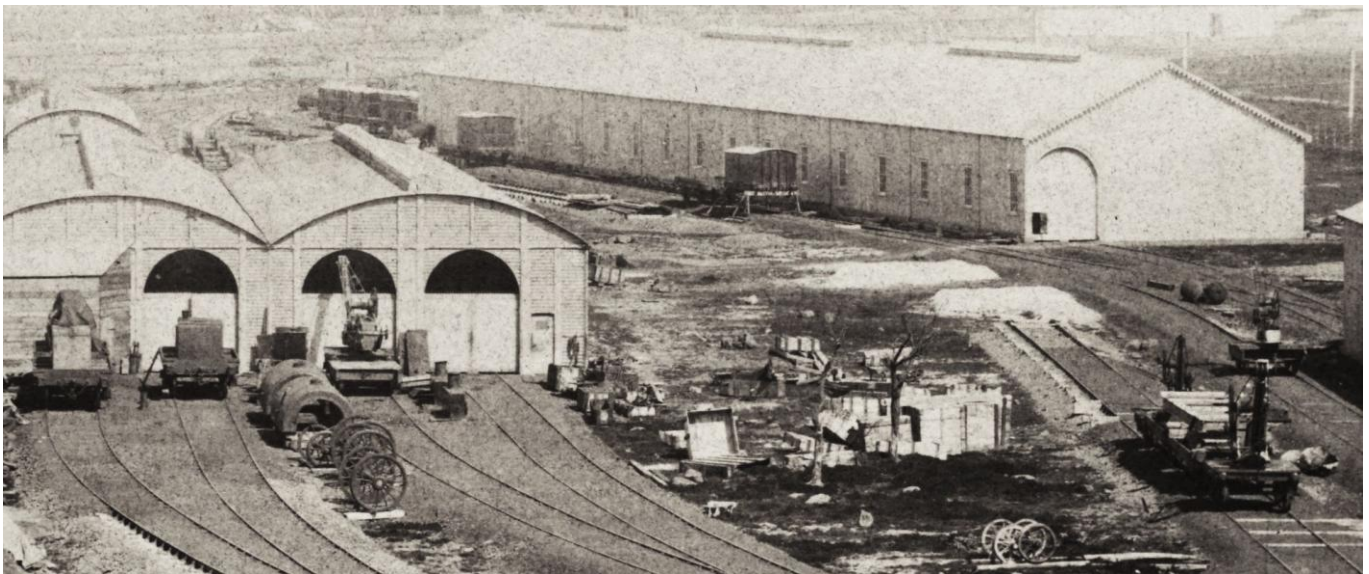
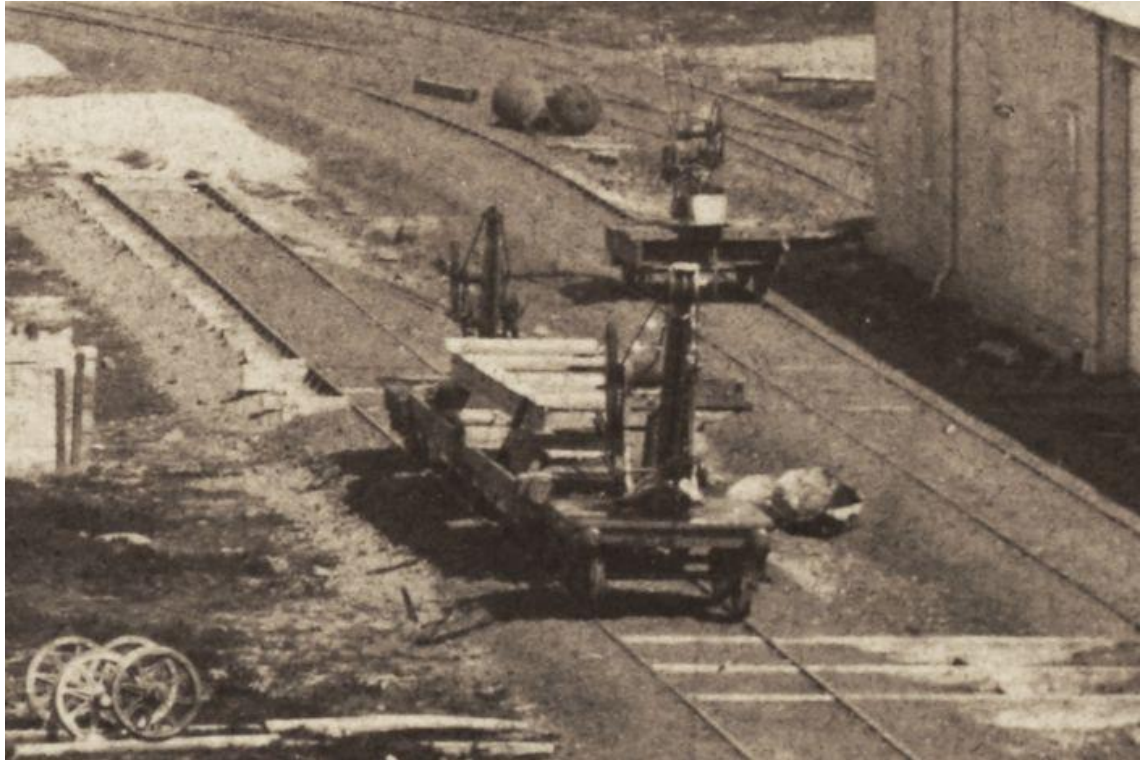


Figure 6 (State Library of Victoria) A larger part of the photograph seen in Figure 5. The Burke and Wills monument Trolley wagon and hand crane are on the right. Also visible in front of the arched roof shed is another identical Lloyds, Fosters & Co hand Crane. This proves that there were at least two of these cranes in Victoria by 1864.

Figure 7 (State Library of Vic.) A circa 1870 photograph of Williamstown workshops showing more developments, and one of the Lloyds, Fosters & Co. hand cranes on the far right side.



Figure 8 (State Library of Vic.) Detail enlargement of the hand crane in Figure 7 showing that it is identical with the Lake Goldsmith Crane at Beaufort.

An 1883 photograph of Williamstown Workshops also shows one of the Lloyds, Fosters & Co. hand cranes, so they were long term residents at Williamstown. Further research is needed to confirm the movements of these cranes after Newport Workshops replaced Williamstown Workshops in the late 1880's.

The hand crane at Beaufort is definitely older than 1879. It probably dates from 1859 and has seen some interesting events in its time. Transporting the large granite block from Harcourt to Carlton was quite an achievement. The result of



their endeavours can still be seen today in the Melbourne General Cemetery. (Nat Library recorc1900 photo of monument)

Fraser has followed up this story with some

observations about features of this crane that make it rarer than its age would imply. As the crane has only ever travelled very short distances it is still rolling on its original wheels and axle boxes, making it a rare example of 1850's railway technology.

This surprise story was started when Ron Harris arranged to exhibit this crane at the Goods Shed where it was seen by Fraser Brown who recognised it's significance and researched its roll in Victorian Railway history and revealed the roll that one or both of these cranes had in preparing the specialised railway carriage that would transport the State's heaviest single load that would be moved by Bullock, Winch, Train and Horse transport, from Harcourt to Carlton in 1864.

I am sure that this story by Fraser Brown has appeal to those interested in early transport, railway history and the attitudes of the population of the day to their explorers; It has also provided members and readers with the origin of this exhibit and establish its age and a new position on Neil's list. Ed.



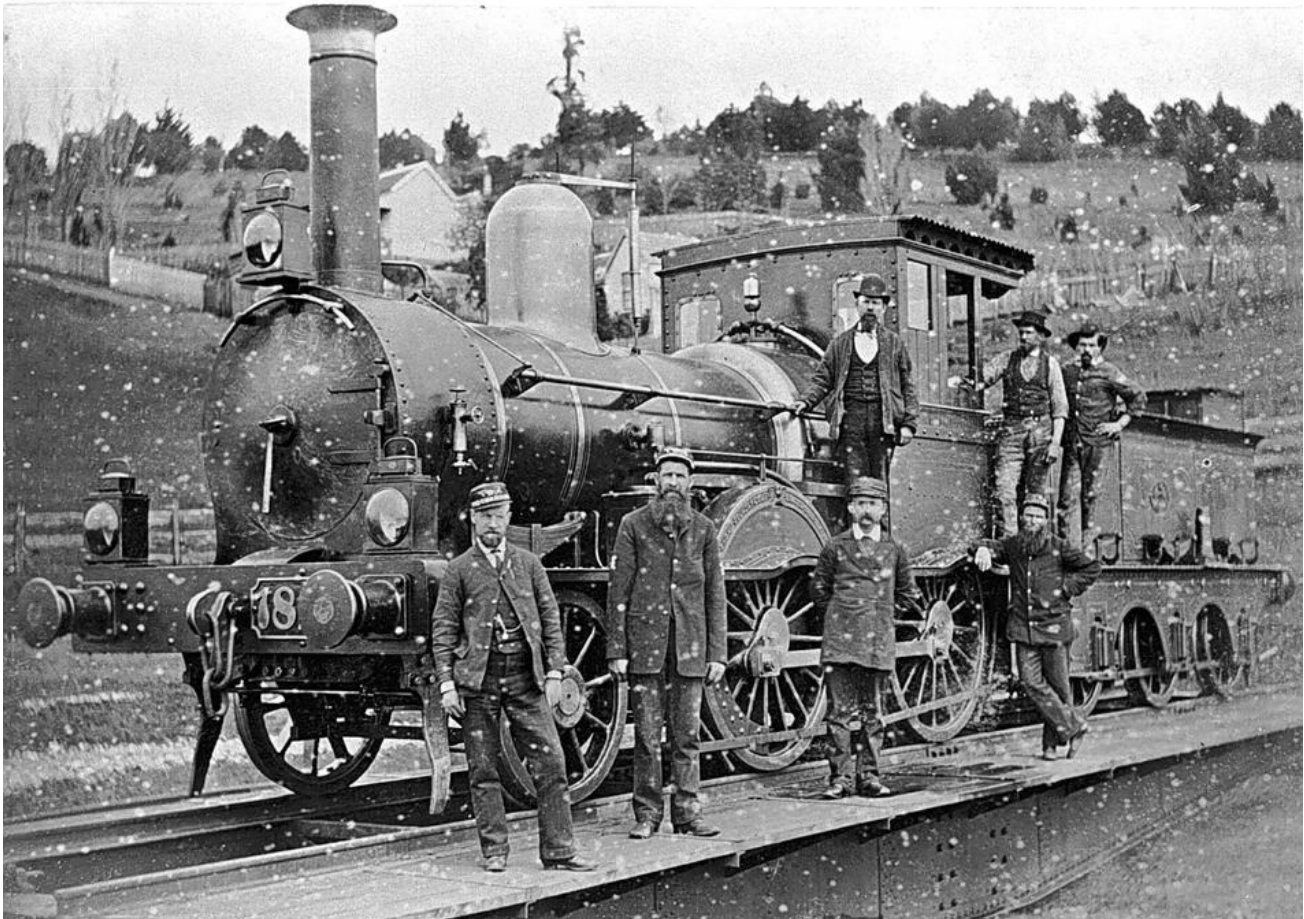
MORE PICTURES FROM THE NOSTALGIC SHOEBOX

While we are on the subject of Railways, Brian Gleeson sent in a copy of this photo (MM001961 at the Museum of Victoria copied from Margaret and Noel Dooley, 1985) .

The Locomotive is a Victorian Railways F-Class 2-4-0 Passenger Steam Locomotive built by the Phoenix Foundry Co. Ballarat circa 1879.

This photo of the Locomotive and crew, and the station staff at Daylesford was taken on the Turntable at Daylesford in 1890 while the engine was being turned for the return trip to Woodend or Ballarat where the F-Class Locomotives were based. Perhaps this engine saw Beaufort at some time in its past?

It would certainly look nice outside the Goods Shed now.



Also from Brian Gleeson

This is a picture of the world's oldest running car which was recently sold at Auction in Pennsylvania for \$4.2 million.

The Steam Runabout was built for French entrepreneur Count de Dion who named it "La Marquise" after his mother.

In 1887, with De Dion at the tiller, it won the world's first ever motor race. It was the only entrant who made it to the starting line, and of course the finishing line. It averaged 25.9km/hr for the 32km course.

Thanks Brian, you can keep sending these gems.
Ed.



REMINDERS OF COMING EVENTS

THE GEELONG VINTAGE MACHINERY AND TRUCK SHOW

January 10 & 11 2015 at Geelong Showgrounds

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. Ed.

Below are some photos from last year.

THE 2015 GEELONG CLASSIC TRUCK & VINTAGE MACHINERY SHOW

GEELONG SHOWGROUNDS

10th & 11th JAN VINTAGE TRACTOR PULL

- Steam Engines
- Internal Combustion Engines
- Meccano Model Club
- Liberator Restoration Group
- Classic Trucks
- Tractors
- 1000 HP Triple Expansion Steam Engine
- Radio Controlled Trucks
- Boiler house and Engine Shed Tours at Midday
- Classic Cars and Bikes

Gates open at 9am both days

Admission:

\$10 adults

\$8 pensioners

Children under 15 Free

Exhibitors Free

Refreshments Available

- Stationary Engines
- Working Displays
- 1200HP Pratt & Whitney Radial Engine
- Steam Models
- Geelong Model Engineers
- Farm models
- Henry Sawmill display

For more information Contact: Steve, 0418 522 219

A fun day for the whole family!



A FABULOUS 10 DAYS IN TASMANIA

In October we highlighted three major events in Tasmania from the :-

The National Historic
Machinery Rally in Quercus Park near
Launceston

The Great Rail
Experience Tour of Tasmania
The Redwater Creek Steam and
Heritage SteamFest Rally at Sheffield
the Town Of Murals

Feb 27 – March 9 - 2015

The NHMA Rally in Launceston, a week of tours on Road, Rail and Water and then
SteamFest at Sheffield.



For more details on the tour go to www.athra.asn.au or call 0458 190 591
or email tour@redwater.org.au for more detail on each of the individual experiences,
go to:- www.greatrailexperiencetasmania.com.au

Tour Bookings close December 31 2014

If you can't make the tour, the NHMA Rally and SteamFest at Sheffield are worth a trip to Tassie.

Also in Jan 2015:- the Korumburra Swap Meet is on the 11th
and the vehicle display in Kings Domain for Australia day is on Monday Jan 26

In February:- the Berwick Swap Meet is on the 7th and The Ballarat Swap Meet is on the 20th & 21st.
And the NHRMA Rally fires up on the 27th at Launceston (see above)

March has:- the Steamfest at Sheffield in Tasmania (see above).
Talbot Vintage Engine Rally (I do not have a date yet)
and Kyabram and Korumburra are in 21st and 22nd

MELBOURNE STEAM TRACTION ENGINE CLUB

STEAMFEST AT THE NATIONAL STEAM CENTRE

1200 Ferntree Gully Road Scoresby Vic. 3179

March 7, 8 & 9 2015



STEAMFEST 2013

More Information will follow in February Goldsmith

**South Western District Restoration
Group Inc.** Reg No. A0002350Y ABN 62 267 370476



ANNUAL RALLY

March 14th & 15th 2015
"Racecourse Park Rally Ground"
 Grayland Street
 Cobden Victoria 3266
 NHMA Guidelines apply

10am start each day

Auction to be held Saturday 11am

Displays include

Steam Traction Engine
Stationary Engines
Vintage Cars & Tractors
Vintage Tractor Pull
Static Displays & more

Stall holders welcome (\$15- per site per day)

Hot food & refreshments available
 2 course meal Saturday Night \$10-pp

For info contact: President: Brian Cockayne 0448711476
 Secretary: Helen Smith 0355951258 /0408104912
 email: heljsm@bigpond.net.au
 For Auction Info: Graham Cottrill 0355931262

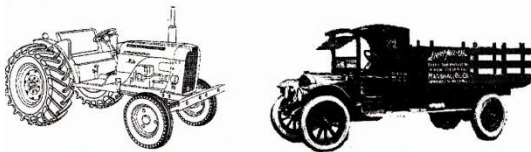


Colac P&A Society

Heritage Festival

Keeping our History Alive

31st Jan & 1st Feb 2015 Colac Show Grounds
 Sat & Sun 9am - 4pm
 Adults \$10 - Concession \$8 - Child U-16 Free



Featuring

TRANSPORT INDUSTRY

(Commercial Vehicles Pre 1988 + Horse Drawn)

CHAMBERLAIN TRACTORS + MACHINERY

Ballan District Vintage Machinery & Vehicle Club Inc.



**Ballan's Great
Vintage
Rally**

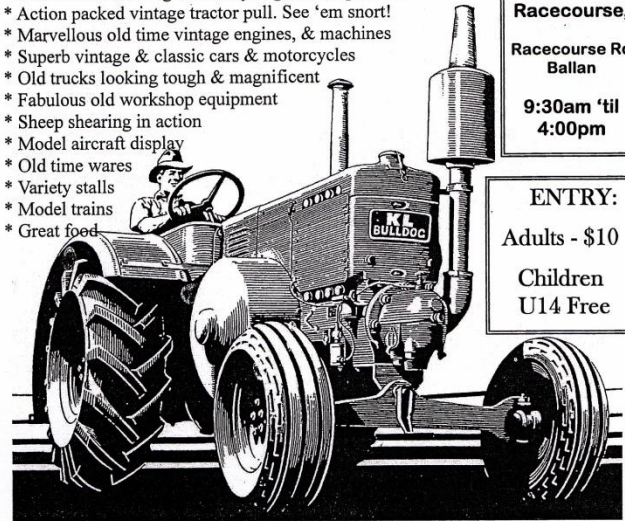
Sunday 15th February 2015

What's On:

- * Featuring Deutscher Engines & British Sporting Cars
- * See our fabulous big stationary engines in operation
- * Action packed vintage tractor pull. See 'em snort!
- * Marvellous old time vintage engines, & machines
- * Superb vintage & classic cars & motorcycles
- * Old trucks looking tough & magnificent
- * Fabulous old workshop equipment
- * Sheep shearing in action
- * Model aircraft display
- * Old time wares
- * Variety stalls
- * Model trains
- * Great food

**Old Ballan
Racecourse,**
 Racecourse Rd
 Ballan
**9:30am 'til
4:00pm**

ENTRY:
 Adults - \$10
 Children
 U14 Free



Exhibitors: Free entry for each exhibitor plus one accompanied helper or passenger. All other helpers must pay \$10 entry unless pre-arranged. Your financial support is essential for our club. To operate equipment all tractor drivers and engine operators must have a machinery club membership card & driver's licence (or junior w/-parent support as per NHMA requirements). Camping available. Set-up OK on Saturday.

Enquiries: Ray Meadows 5368 1177, Jason Palmer 0409 557 541, Ian Erwin 5368 1293

ANTIQUES & COLLECTABLES FAIR

MECCANO DISPLAY

VINTAGE CLASSIC TRACTOR PULL

DISPLAYS

CARS, TRUCKS, MOTOR CYCLES, MACHINERY & CRAFTS

STEAM ENGINES, WORKING HORSES, DONKEYS

& OTHER ANIMALS

FREE CHILDRENS ACTIVITIES

GREAT FAMILY EVENT

Catering On Site

Camping available on site. Contact Central Showground's Caravan Park 03 5231 3586

Exhibitors in all Categories most welcome. NHMA Affiliated

Further Information Contact:

Alan Billing

0429 312946 or 03 5231 2946

If you club or organisation has a rally or if you have a heritage event coming up that is open to the public let the editor know the time and date and place, or if you have a flyer send in a jpg file and we will include it in the next e-magazine.

Similarly if you would like to submit a feature article on any project or machine that your club or its members would interest Goldsmith Readers forward the story and some jpg picture files to the Editor. Goldsmith is available free of charge and obligation to anyone interested in Heritage preservation. Just forward your email address, post code, and Phone No. (+country if overseas) Ed.

NEW ZEALAND STORY CONTINUED FROM AUGUST

In August John Couch from Wakatane in New Zealand gave us the story of a Titan Tractor that his family had used in England during World War 1. After hostilities ceased his family acquired this tractor and used it on various farms until it was retired to the farm graveyard. Many years later John restored this tractor to show condition, and eventually it arrived in New Zealand when his family emigrated there.



The Tractor did not arrive alone, and this story is about its travelling companion, a 1919 Tangye double acting piston pump which was one of a pair that had worked in a industrial basement.

Now we can get back to John's story

THE STORY OF THE TANGYE PUMP

This story started in about 1980 when I went to a site to help with a job. While I was there at lunch time I got talking to some of the workers on the site and the conversation turned to old tractors etc (how unusual). One of the maintenance engineers said "Why not come with me after lunch and have a look at our two sludge pumps, you might find them interesting".

After lunch we walked down to one of the large buildings on the site, as we went in through the door I could hear the sound of gears grinding and the familiar clank of a piston pump. We went down stairs into the basement and there were two horizontal Tangye pumps working away, they looked a little sad, with their glands leaking and no grease etc. I mentioned that they would look nice cleaned up on a trolley as an exhibit at a rally, and I was told that they were coming out as part of a major redevelopment of the site, so why don't I ask if I can have one.

I made some enquiries and after the question had passed up through several layers of management and back down again, I was told I could have one when they came out and the other one would be painted and plinthed by the main gate. The new pumps were to be installed in about six weeks and after trials, the Tangyes were coming out.

Getting back to my local workshop I waited for a call to collect the pump. After about four months I had heard nothing, as is normal with these things, and I had to go back to the site again, and whilst there, I enquired how the changeover was going, and was told that the new pumps were put in and run for a while but they would not do the job as well as the Tangyes, so they were taken out and sent back. The Tangyes were going to be overhauled and left where they were. Slightly disappointed that I wouldn't be getting the pumps then, I was pleased that the old pumps were going to carry on working, and hadn't been improved on yet.

Like a dog that smelt a bone, I wasn't going to forget about it. Every time I went to the site I enquired about the pumps (as you do) and heard that they were still working well.

As time went on I started my own business, and although I didn't forget about them, I didn't go to the site so often, but still I kept enquiring when I got the chance.

However things have a strange way of happening, Eric, the engineer who had overhauled the Tangyes took early retirement, and in about 1996 ended up working for me. Over time we often used to talk about the pumps. Nearly all of the original staff, including the managers at the site had either retired or left, so I had to keep introducing myself to different people.

In 2005 we decided to immigrate to New Zealand, so after getting the paperwork sorted we had to arrange the sale of the house and business. It so happened, I was again at the site were the Tangyes were, chatting to the maintenance engineer looking at a job I was quoting for, and I mentioned the pumps and the arrangement I had come to all those years ago.

We had a moving company arranged to move the furniture and the Titan to New Zealand which was moving at the end of August 2006. At the end of June I received a phone call from the maintenance engineer to say that if I wanted the pumps, I had two weeks to get them out!

Sudden panic, the sale of the business was going through, so I left the new owners in charge and went to site and started removing the two pumps. News travels fast, we hadn't been there long when we looked up through the opening and there was Eric with his camera come to watch his old pumps coming out. It took three days to remove them both from the basement and clear up. Then I had two pumps to move from the site, what to do with the second? I suddenly thought about Nick Smith and his small museum near Chelmsford where the pumps had spent all their life, so that's where one went.

We got the second pump back to the yard where we sandblasted it and gave it a coat of red oxide with just two weeks to spare before it went into the container for a long sea voyage.

In November 2006 the container landed at Tauranga and was unloaded at the docks, everything was trucked here and the pump parts were put around the barn.

Having taken the Titan to several shows around and about, I am often asked to leave it running as it gives the public something to look at, which is fine, but I feel it is more interesting for it to do something, so I decided to restore the Tangye.

As it is a heavy pump you need to be able to move it, so the first job was to make a trolley and a trolley needs wheels. Old wheels are difficult to find here, especially a set of four. They needed to be fairly wide as the pump and trolley weighs 2.2Tons and you don't want it to sink in the ground! So off to the scrap yard to buy an offcut of 500mm diameter steel pipe which I cut into four rings 150mm long and welded in spokes and machined the wheels.

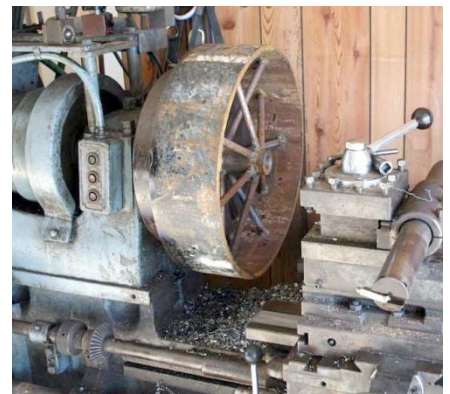
After the trolley was made from some old 6" * 3" channel, it was painted so that I had somewhere to put the pump as I restored it.

The first job was to dismantle the pump, the crank and valves were already out, so all I had to do was split it and start cleaning. After I had removed the rust from the crosshead and slides, I did some measuring and found the slides were tapered nearly a quarter of an inch, and the crosshead was also tapered.

Fortunately the slides were cylindrical, so it was just a matter of boring them out! The problem was that the slides are all part of the crankcase, and it was large. I found that if I removed the compound slide and tool post from the lathe and turned the

crankcase upside-down, I could fit a large boring bat (3' long) in the chuck and bore it out. This I did with the aid of a tractor and front end loader. Each cut took three quarters of an hour, and I ended up taking out a quarter of an inch to get it true.

Then I machined the crosshead wearing surfaces to make them true by holding the piston shaft in the lathe. I acquired some 50mm by 12mm flat brass and rolled it to the diameter of the crosshead. The brass was then screwed and bonded to the crosshead and machined. The small end needed attention as the gudgeon pin had been loose in the



crosshead. I bored out the crosshead and made a new pin (1 ¾" dia) then bored the existing small end bush to suit.

So far so good, next it was the turn of the cylinder, which was rusted and scored; I borrowed a gut buster drill from a friend, turned an old wooden gate post to suit the bore, fitted a spindle, covered the outside with emery strip and cleaned the bore. The leather cup washers were still good but hard, so I soaked them in neatsfoot oil for a few weeks which softened them up.

The two parts were now put together, cleaned and painted (primer, undercoat, two top coats). When all was dry I mounted it on the trolley, squared it and bolted it down. After a bit of effort I managed to fit the piston, crosshead and conrod. Now for the fun, to fit the crankshaft. First the journals had to be derusted and polished, easily done, and they were in surprisingly good condition, hardly oval at all.

I cleaned all the bearing shells (all cast brass) and put it together; although the shaft was not worn, the shells were, but only in one direction, so by machining along the split edge I managed to tighten the shells to an acceptable level of approx. .025" (.025") gap. The reason for the wear on the shells? The grease had gone hard in the grease cups and pipe, so the grease had not got to the journal. The cross shaft was now to be fitted, but first I had to remove the pulley, the pump was driven by an electric motor, so I had a V pulley which is not all that good when you are going to drive it with a tractor. A year or so ago I went to a fellow collector, and saw a brand new one metre diameter crowned flat belt split pulley leaning against a shed well, so I arranged a swap with the V belt pulley. After I removed the gib head key the pulley came off easily, I then made a split bush and fitted the flat belt pulley. The cross shaft was then fitted and all ran freely.



It was then a case of cleaning and fitting all of the original pipework including the two surge vessels, which are one piece of cast iron and require the front end loader to lift. As part of the pipework there is a safety valve which is 4" diameter, the rest of the pipework is 6".

I had a tank made, which I persuaded my wife to buy me for a birthday present and then fabricated the remainder of the pipework to connect to the tank.

It was then time to sort out the valves, two inlet and two discharge, as the pump is double acting, some of them needed new rubber faces (I imagine that the original ones were leather), these were fitted and the valve chest boxed up. Time for more paint, which takes time, especially if it is done outside, and the sun was so bright it was difficult to see where you had been, the worst was the top coat of green.

Now it was time to give it a run, but I needed a belt, problem, so I asked around, and a friend who has moved here from South Africa had one which he was given before he left to come here.

So it was all connected, filled with water and run, after tightening up the gland and making a few adjustments it all went well. Several people saw it when it was running and thought it looked the part.

Its first outing was on 28/2/2010 at the Rotorua tractor club day.

I had thought the pumps were built in the 1950's, but my friend Eric went to a retirement party in May 2011 and talking to a few people, he was told that they were installed in a Victorian building in 1919 to pump sludge into drying beds. They must have replaced some earlier pumps as the original Victorian building is dated 1890. They were driven by two gas engines (one duty, one standby) through line shafting (some of the line shaft fittings are still in place). They were moved to the building that I took them out of in 1953.

These two pumps pumped sludge for 87 years.

Specifications for the Tangye pump:-

Bore 9" diam Stroke 12" Speed 47 RPM at Rally's Capacity 15800 litres per hour at Rally's
Weight:- Pump alone approx. 1.5 Tonnes Pump and Trolley 2.2 Tonnes

The Tangye Company was formed by 5 brothers from a Cornish farming family, their business was based at a factory in Birmingham where they made hydraulic rams and jacks etc.

In 1857 Isambard Kingdom Brunell had completed building the SS Great Britain but found he could not get it off the slipway. Tangye came to the rescue, and using hydraulic jacks launched the ship..



By 1870 they had over 800 employees making hydraulic rams, steam engines and machines. Thanks John for the story of the second stage in your Titan Tangye restoration project, they make a great showpiece and drawcard at any rally. Ed

BEAUFORT GOODS SHED VISIT

November 2014 saw the first tourist bus of visitors arrive at the:-
LAKE GOLDSMITH GOODS SHED MUSEUM
in the heart of the Beaufort Heritage precinct

The visitors were Senior Citizens from Cavendish in Western Victoria, and were met by Ron Harris who showed them through the collection, and John Frank who treated them to a ride in



his vintage Chevrolet, which looked like a page out of history in front of the renovated Goods Shed.



FIRST VISITING TOUR OF THE BEAUFORT GOODS SHED MUSEUM FROM CAVENDISH Vic. Nov. 2014



The bus had a spacious parking area, and the passengers a short walk to the entrance. Inside some tried their hand on Ron's Ronaldson Bros. and Tippet Tobacco planter. Coffee and Tea were on hand, and some programs of past Rally's at Lake Goldsmith were handed out as Souvenirs of the day. Thanks to Ron and John for their time and effort to make the opening visitor day a success. Ed.

WHILE WE ARE IN BEAUFORT

Shirley Boyle, who is President of the Beaufort Historic Society, has sent in some articles which featured in the Ripponshire Advocate 100 years ago.

For those who feel that November can be a bit cool at times, the report for November the 8th 100 years ago was:- *Bitterly cold weather was experienced at Beaufort on Sunday, the heaviest fall of snow for 8 years occurred. The ground, fences, buildings .trees were covered with several inches of white mantle, the snow clad Camp Hill and Mount Cole ranges were covered.*

Cont.

On November 1 they reported:- The Closed Season for the whole year:- Tits, Wild Turkey, Emu, White Cranes, Fantails, Mopoke, Laughing Jackass, Ibis, Kingfisher, Larks (all species), Lyre Birds, Magpie Larks, Native bears, Robins, Curlew, Owls Platypus Robins.

On Feb 14th (maybe 101 years) Fire:- Friday ^the fire swept through Stockyard hill (Lake Goldsmith) Skipton, Mortechup, and Chepstowe districts. The most disastrous in 30 years. 60 000 acres, 50 miles long 20 miles wide, it burnt itself out at Bailey's Creek.

The fire started on the Southern Boundary of Mallwallock from a camp fire at 2 pm.

St Enochs, Mt Emu, Mt Monmouth, Trawalla were all affected.

Trawalla, no less than 9000 acres and 350 sheep. Chepstowe and Morchup had the heaviest losses,

Mt Emu 12750 acres, 5/6000 sheep. The large two story homestead reduced to four bare walls. Some furniture, and the accounts books were saved. The homestead containing one of the most valuable libraries in State, was destroyed. Up to 27 Settlers properties were listed as effected.

Anyone interested in joining the Beaufort Historical society can ring the secretary on 03 5349 2717 or email:- historicalsocietybeaufort@netspace.net.au

The origin of the name Beaufort (more from Shirley)

A search of the map of Britain showed Monmouthshire is in South Wales. There are towns of Raglan, Beaufort, Monmouth, Chepstow on the coast in the same area. The town of Linton is further Northeast. The Beaufort Arms, Raglan (UK), has a history as follows.

On the A40, the South Wales road, in the Coaching era, at Raglan, there was an Inn in which travellers refreshed themselves. This Inn had another name earlier, as the title "The Arms of the Duke of Beaufort" was not created until the late 17th century, 1682.

This report was taken from The Beaufort Arms, Raglan, Monmouthshire. It was written by E Ann Camp on hand made paper, in black, with the heading red and the Coat of Arms in full colour.

A letter dated 27 March 1961, in reply to Canon Duffy's enquiry about a town of Beaufort in Britain "there is no town called Beaufort in England. There is a township of that name in Monmouthshire, which is not very far from the estates of the Duke of Beaufort, Master of the horse.

You may be interested in the fact that the township of Beaufort was named in his honour. Rear Admiral Sir Francis Beaufort (1774-1857) who introduced into the Royal Navy, a scale of wind force (The Beaufort Scale) which is still in general use today.

From the Director News and information Bureau, Australia House London

Thanks to Shirley for these moments from times past, and the origins of the name of Beaufort. Ed.



The Auto Patrol and Holt 75 Head for home on the Hutchings Float Nov 2014

It is now time to start getting ready for Rally 105 in May 2015

This rally will cover a lot of entry fields.

All things FORD & FORDSON will cover a lot of vehicles and machinery from the early 1900's to today and hopefully well see some earthworks demonstrations with Fordson's and all the graders and ploughing equipment based on them.

The LIGHTING PLANT displays will cover all manner of plants from Steam and I.C.E portables to kerosene, Petrol airgas, acetylene and arc lights for night time spectaculars.

This should be a great rally with mobile and static exhibits That should have a wide appeal.

This brings us to the end of the December edition of Goldsmith, with thanks to all who have contributed to the stories and pictures that it is formed of. It is also time to thank all of those who contributed to the November Rally and made it such a success, only a few of whom have been mentioned here. In particular Mark and Jamie Hutchings who work tirelessly with William Adams, Caterpillar and the exhibitors of the vintage Caterpillars. They were still there after the Rally loading trucks and moving gear and cleaning up in general

The next edition is due in February 2015, in the meantime, enjoy the read, the Christmas break and enjoy the newyear, From the President, the Committee and members of Lake Goldsmith. Ed.

