

Goldsmith

The Pyrenees Heritage Preservation Magazine
Feature Supplement of the Goldsmith Gazette
February-April 2015 No 130
Lake Goldsmith Steam Preservation Association Inc
Registration No:- A0032895



NEXT RALLY No 105 May 2 & 3 2015

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

Cars Trucks Tractors & or anything FORD Powered will be welcome.

Any form of lighting plant, Electric AC & DC, Gas, Petrol, Petrol Air-Gas Acetylene,
Carbon Arc, LPG, Kerosene Lights

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

At Lake Goldsmith Rally Grounds

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



Lance Whitehouse Fordsons



and Ron Harris 1911 Ford T and A Model US Pickup.



R & T lighting Plant, Steam Genset in the Bookar Shed and a club 3ph set

The November Rally is behind us, but the memory of the tremendous display of machinery on the Arena, in the compounds and sheds, and the visiting Caterpillars will linger on.

The next Rally is nearly with us, and we are looking to a colourful range of visiting Fords and lighting plants to complement the Steam and IC exhibits in the compounds and sheds that are the heart of every Lake Goldsmith Rally.

This February- April edition of Goldsmith is the last before the 105th Rally on May 2nd & 3rd, and the next issue is due in June to follow up on the Rally.

The Beaufort Goods Shed is having the railway lines extended to the East and west which completes the basic restoration by Vic Track. The shed has had its official opening and visit, and will soon be available for organised visits and scheduled events.

It will also feature regularly in Goldsmith, and a summary of the recent works is included in this edition.

A major event scheduled for the Goods Shed is a ROAD RUN for STEAM and other Vintage and Veteran Road Vehicles. The major run will be the 15KM road run from Beaufort to Lake Goldsmith on the Saturday of the November 2015 Rally. It is also hoped to include other runs in this picturesque area prior to the Rally.

If you have a vehicle that you would like to include in this event contact Ron Harris on:- 0418 514 990 or scss@vic.australis.com.au Ed.

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:- goldsmithgazel@optusnet.com.au

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

just Email:- goldsmithgazel@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.

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Editor:- goldsmithgazel@optusnet.com.au

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With lighting plants and Fords as the visiting theme for the 105th Rally on May 2 & 3, Colin Holmes has forwarded some pictures and notes on both.

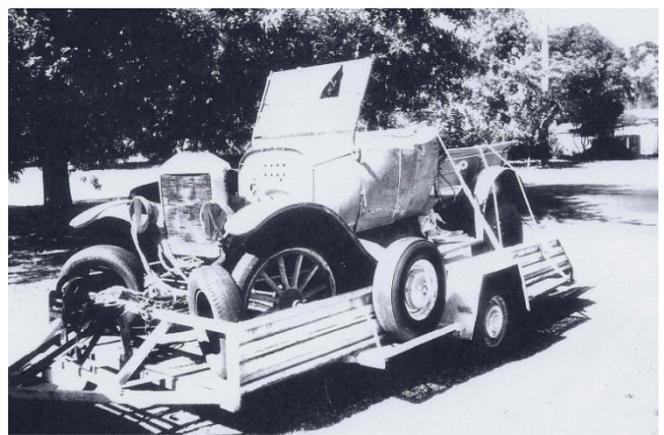
The photo below was taken outside the Cameron's Bridge Store in Little Bridge Street at the Rally Grounds. The Car and Trailer are Colin's Model T and period Trailer. The period setting has a real feel of the 1920's, and records the Plume Bowser in situ before its recent removal by thieves unknown.



The T was not quite so tidy when Colin acquired it, as can be seen on the adjacent photo.

Colin has added some background on Ford's early life and interests that led to the formation of the Ford organisation that we know today.

Henry Ford (July 30 1863 to April 7 1947) was an engineer, inventor and businessman. From 1903 to October 1908 he produced 9 models prior to the T which ran until 1927 with 15 007 033 of them built. Only VW surpassed this model run with 21.5 million manufactured by 1972.



Whilst Henry Ford was working at the Edison factory, it took him 3 years from 1893 to 1896 to build his first car which was known as a quadracycle. By 1927 Ford had cut their production time down to just 1 ½ hours on each T Model Ford.

Labelled car of the century in 1999, the T was affordable, reliable, durable and a good supply of parts and service with dealers across the U.S.A and the world.

Ford used the newly invented vanadium steel, which was 3 times stronger. Thus it was thinner, lighter and ideal for rutted roads with its front and rear transverse springs.

The T had sure footed ground contact when cornering, although they sway badly.

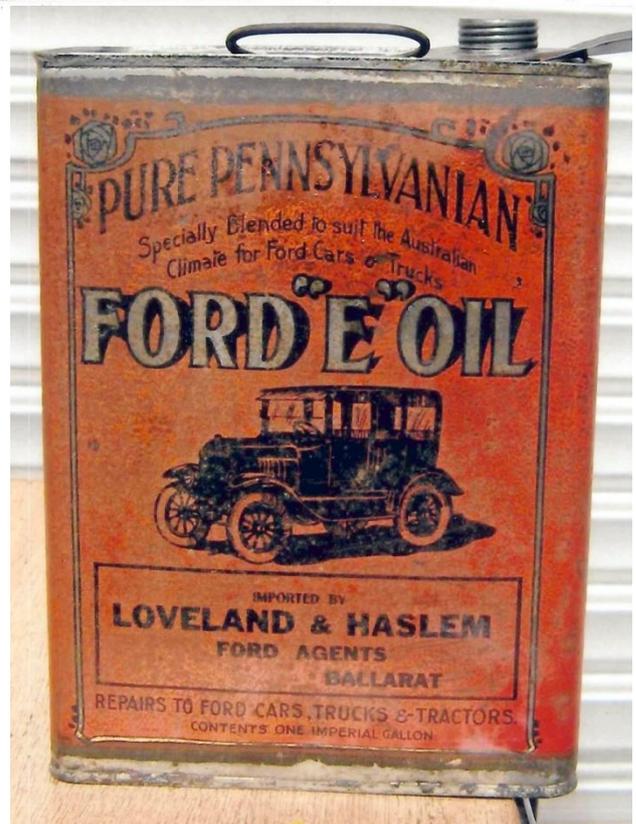
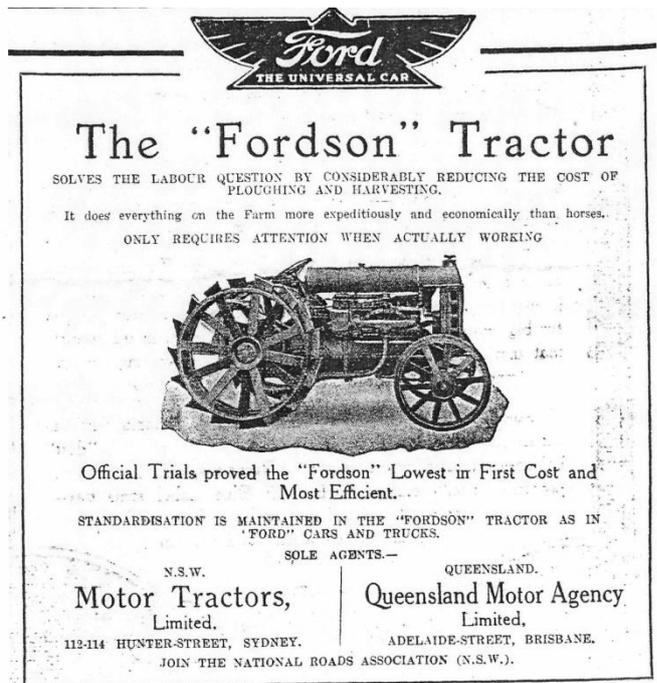
Electric start was optional in 1919 and kerosene cowl mount parking lamps standard up till then, and optional until 1927. They also had dual ignition and 4 coil trembler boxes at the flick of a switch.

They can run on battery or the low tension generator. The coils and magnets on the flywheel run in oil, which works well, strangely enough. The low tension system is called a magneto, which is a misnomer.

Driving a T is tricky, with the left pedal controlling low, neutral and High gear. The 2 speed planetary semiautomatic transmission is the worst part, travelling at only 10 & 40 MPH.

The brakes are a 1" wide band in the gearbox, running in oil: they work well if you plan your stops. Priced at U.S.\$850 in 1908 and went down to U.S.\$260 by 1927, although Chv and Dodge were eroding their sales by then.

Ford dominated the car market and tractors. Finishing his first experimental Tractor in 1907, referring to it as the "Automobile Plow" He continued to experiment with both auto-plows and heavier tractors. In August 1915, at a ploughing demonstration, he introduced a recently designrd tractor known as the Model B. It used a 16 HP two cylinder, horizontally opposed engine, a spur gear transmission and three wheels: 2 front drivers and 1 rear steer. The Model B was never produced, but did gain enough exposure to let the world know Ford was



interested in developing a tractor.

The first prototypes of the Henry Ford and Son Tractor, which would later be called the Fordson, were completed in 1916. The Tractor used a 20HP inline 4 cylinder similar to the Ford Model T. The Fordson Tractor went into production in 1917 priced at U.S.\$750.

For a decade, between 1928 and 1939, Ford of the U.S. left the tractor production business. During that decade Ford of England continued to build Fordson's and to develop new variants which were widely exported. In 1939 Ford of the U.S. re-entered the Tractor market with an all new model, this time with the Ford brand. Ford of England continued to use the Fordson brand until 1964.

Fordson production occurred in the U.S. (1917-1928), Cork, Ireland (1919-1923), and at Dagenham, Essex, England (1933-1964).

Overall, Ford has had a long and illustrious history producing cars Trucks and tractors that have changed the face of the Earth's transport and agricultural industries.

Thanks Colin for the Ford/Fordson insights, and the pictures and period adds, particularly this aftermarket cooling fan add from the Weekly Times in the 1920's

Does anyone have one of these Fans?, on a car or in a collection of Ronaldson Bros and Tippett gear. If you do let me know, a picture would add some interest to the add.

Collin's Story on the T encouraged me to open up DYKES AUTOMOBILE ENCYCLOPEDIA and see what they had on the T. My copy is from the 1950's and the T information has been condensed from earlier editions, but there is still a lot of information. Page 1116 has a see through photo (see next Page) of the T pedal arrangement with some labels Unfortunately the handbrake lever is not show, as in addition to it applying the handbrake to the shoes on the rear wheels, it also selects drive and neutral which is handy when you use the crank to start the engine, but it needs to be correctly adjusted to avoid the car creeping forward while doing so. I have been told that this can be a bit disconcerting when it starts, requiring a quick sprint and jump into the driving seat. Others have told that

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COOLING FAN
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A HI-LO FAN
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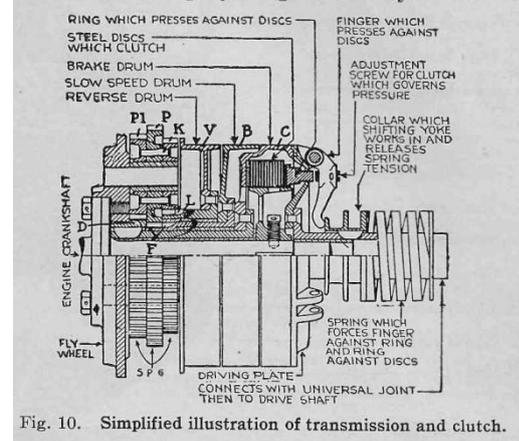
A COOL ENGINE
SAVES LUBRICATING OIL &
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The planetary gears are shown as marked, (P1) P (K) and (S) (P) (G) (Fig. 10). These gears are mounted on studs projecting from the flywheel.



The Lake Goldsmith Rally's have seen many Fords over the years, Cars Trucks and Tractors and all sorts of Ford powered machinery. Hopefully many of them will be back for the Rally. Some snaps from the past below are a reminder.



T Ford Tractor Conversion



Ford Falcon GT 351



Fordson with twin Disc Plough



Mid 30's Ford V8 Tourer



1972 ZF Fairlane



1923 C Cab T Van



Uk Manufactured Ford's Anglia and Prefect Cars with a Ford 10 Van



1941 Ford Lincoln V12 Sedan



C 1946 Ford Jail Bar Truck

This is a pretty small sample of the past visiting Fords,

Lighting Plants

The other Visiting Theme exhibits for this Rally are the Lighting Plants. Prior to the completion of the electric network around 1970, self-contained 32 volt DC lighting plants were the norm around domestic rural Victoria. These sets generally included a set of batteries for quiet and economic operation, and had a Petrol or in later years a Diesel generator to charge the Batteries.

Not all were 32 volt, with 12 and 24 volt being used, and in some cases wind turbines were used to recharge the batteries.

Larger setups used 240Volt AC single phase systems, particularly where the mains supply was unreliable. Commercial premises used 3Phase systems some for continuous operation and others as a standby. The early mains systems were often for lights only and factories were powered by line-shafts running from a steam engine, or later from an internal combustion engine which drove the main shaft.. Frequently these early I.C. engines ran on town gas. Some modern buildings and industries still use self-contained generating plants for electricity where Natural Gas is available. These systems are particularly attractive when the waste heat can be used.

Prior to completion of the State power Grid many Towns ran their own Generators, and even after they connected to the grid they purchased power from the Grid and redistributed it through their existing networks.

All up Victoria had a lot of Generating and lighting plants of all sizes.



Most of the plants we are see at Lake Goldsmith are under 100KVA. There are 4 large Diesel powered Generators in the Founders Building, 2 of which were once at Tullamarine Airport as continuous power supplies. These machines have a 3 phase AC electric and a diesel motor directly coupled to the Alternator.

On a smaller scale a steam turbine powered generator can be seen working in the Bookar Shed(40A), and a Lister JP3 powered set can be seen in the Phoenix Shed(17). The Stanley Shed(13) has a very small 4 cylinder single phase plant, and a 4 cylinder Ronaldson Bros & Tippett 3 phase alternator can be seen in the Ronaldson Bros & Tippett shed(10)

Other sets will be seen around the grounds tucked under tarps or ticking away in sheds or compounds.

On Rally Weekends a large number of the sheds are powered from the clubs own generator, which is located in the East end of the Marshall Shed (46).

Typically, the 32 volt gensets with single cylinder petrol engines are the most popular exhibits in the sheds and compounds, and the variety is enormous.



Prior to the electric grid Coal Gas was reticulated for street and domestic lighting and heating. Later this system converted to natural gas and it is still used for home and industrial heating.

Small plants were used to generate gas on the spot in rural premises. Large system had small coal gas plants, but others used Acetylene, Petrol, Petrol-Air gas and kerosene was used in wicked lamps and heaters.

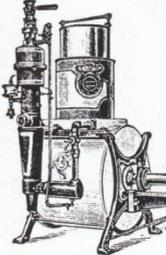
Petrol Air-Gas was popular for the first half of the last Century. In these plants a very lean mixture of air and petrol was generated in a plant and pressurised by gravity powered weights, (you wound them up every day), or an engine and pump to move the gas through pipes to the lights and heating elements in the home .

These plants seem to have been made in all shapes and sizes and they were supplied by local and overseas manufacturers

Another popular system used "Shellite" pressurised in a tank using a hand pump and piped as a liquid in 1/8" copper pipes to lights in the house. An example of this system can be sen in the Phoenix shed(17) at the Rally.

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24.C

For COUNTRY LIGHTING.



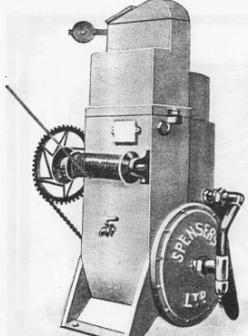
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("Booty-Lofthouse
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Write for Catalogue.

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THE SPENSERS' PETROL AIR GAS GENERATORS are a pronounced success. Simple to understand and convenient to handle. Nothing to get out of order. Gives a light both beautiful and efficient. Ideal for cooking, because odorless. Quite safe, because not explosive and non-poisonous. Very economical, because 1000 feet of Spensers' Gas costs 2/-. A 40 C.P. Light for 25 hours for 3d.

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MESSRS. MOFFAT-VIRTUE, LTD.
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THE LIGHT IS PERFECT AND THE PLANT SO SIMPLE.

Dear Sirs,
We are pleased to tell you that our Spensers' Air Gas Plant is very satisfactory. The light is perfect and the Plant so simple that anyone can manage it. One son 8 years old winds the weights once a week and that is the most difficult part of the machine.
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Yours, etc.,
(Sgd.) A. C. CRAGO.

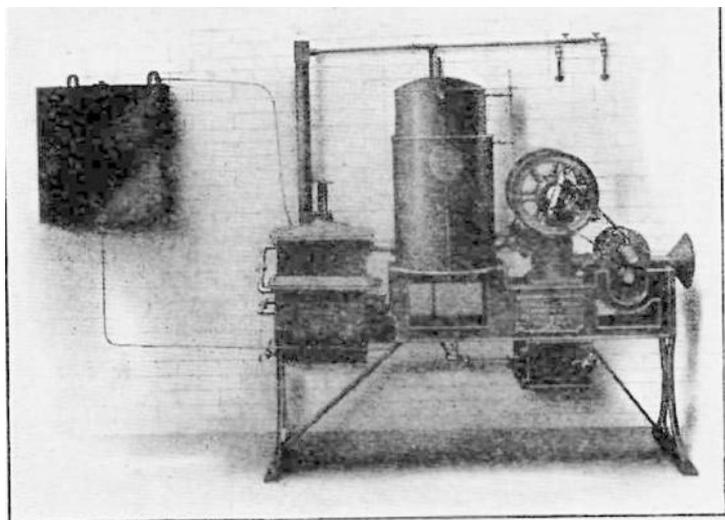


FIG. 7.—Hot-air Engine-driven "Simpitrol" Plant.

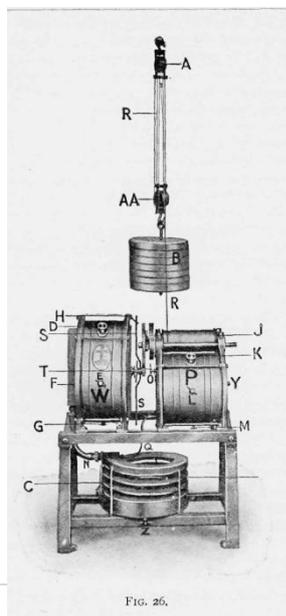


FIG. 26.



FIG. 6.—"Carmian" Burner.

Colin Holmes has a story of a pair of Ronaldson Brothers and Tippett 32volt DC Lighting Plants that finished their working lives close to the Rally Grounds on the bank of a dam on a farm near Carngham Station.

Colin followed up on an add in a paper 30 years ago. The add offered 2 Ronnies for \$30 each. There was one cast iron base, the 3HP N engine had a badly rusted water tank, the hole was at the cylinder head level and the head gasket was blown. The original 2HP N engine, also with a blown head gasket lay on its side where it had been discarded in the mud.

The Generator had been removed and replaced with a pump.

New head gaskets were made, and both engines were brought back to life and ran well. An add in TOMM produced a generator, and a second add swapped a 32v to 240VAC inverter for a pair of Marshall Traction engine wheels.

The lighting plant is a regular performer at Lake Goldsmith Rallies running a TV set that ran a black bar across the screen every time the magneto fired.



Colin's Restored 2HP Type BA 32VDC Generator.



Bring to Your Home

**RADIANT — INSTANT
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The Greatest Convenience of All Times
Simple, Safe and Low in Initial and Running Cost

Ronaldson-Tippett Leadership in the Manufacture of Electric Lighting Plants has been Recognised and Rewarded by the Largest Sales in the Commonwealth

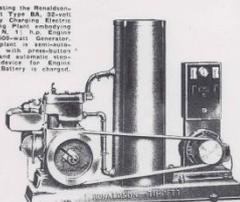
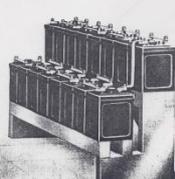
MADE IN AUSTRALIA

• Illustrating the Ronaldson-Tippett Type BA, 20-volt Battery Charging Electric Lighting Plant, employing Type A, 1 1/2 H.P. Engine and 40-amp. Generator. This plant is semi-automatic, with pre-settable start and automatic stopping device for Engine when Battery is charged.

BATTERY CHARGING PLANTS

in 12, 32 and 110-volt types, some sizes with Diesel as well as Petrol Engines for prime movers.

Latest and Greatest Productions
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BUY THE RIGHT MACHINE FIRST

Brian Culley's 1953 RN direct coupled set

RONALDSON-TIPPETT

COMBINED
BATTERY-AUTOMATIC
ELECTRIC LIGHTING
PLANTS

TYPES OCB, CSN.
Ronaldson-Tippett Type OCB, 32-volt Combined Battery-Automatic Electric Lighting Plant, embodying a Ronaldson-Tippett Type CF, 5 h.p. vertical Diesel Engine and 1,700 watt generator.
Type CSN (1,200 watt) is similar, but has 3 h.p. Type CM Diesel Engine.

TYPES CVP, CVM, CVR.
Ronaldson-Tippett Type CVP, 110-volt Combined Battery Automatic Electric Lighting Plant, embodying a Ronaldson-Tippett Type CF, 5 h.p. vertical Diesel Engine and 2,000 watt Generator.
Type CVM (2,000 watt) and Type CVR (2,000 watt) are similar, embodying 6 h.p. and 8 h.p. Type CP Diesel Engines, respectively.

TYPES LN, SN.
Smallest and most popular Ronaldson-Tippett Battery-Automatic Electric Lighting Plant is this type LN, 32-volt Plant of 800-watt capacity, powered by a Ronaldson-Tippett Type W 2 h.p. Petrol Engine.
Type SN (1,000 watt) is similar, but has a 3 h.p. Type N Petrol Engine.

TYPES RD, RF.
This Plant is typical of the 32-volt Type RD, 1000-watt, and the Type RF, 1500-watt Battery Charging Electric Lighting Plants when powered by a 3 h.p. Ronaldson-Tippett Type CM Diesel Engine.
These Plants can be equipped with 3 or 4 h.p. Ronaldson-Tippett Type N, Petrol or Petrol-Reversible Engines at a substantial reduction in price. Suitable for 18-24 point installations, these Plants will supply 2 large, 2 medium and 2 small lamps each evening under average conditions.

and some Company advertising material.

A Lifelong - Reliable RONALDSON-TIPPETT ELECTRIC LIGHTING PLANT

COMPLETE WITH BATTERIES

Here's Astounding Value! Outclassing Anything Ever Offered!

This Plant - - for Only **£79**

This massive lifelong plant weighs 3 cwt.

Average Fuel Consumption One Gallon per week

SUITABLE FOR 8 TO 10 POINT INSTALLATION USING TWO LIGHTS CONTINUOUSLY, PLUS OCCASIONAL LIGHTING.

THIS new Ronaldson-Tippett Electric Lighting Plant is not a "cheap-jack", flimsy, high-speed, short-lived toy—but a strong, heavily constructed unit combining a standard 1½ h.p. high-grade Ronaldson-Tippett totally enclosed, roller-bearing Petrol Engine and a high-quality British ball-bearing Generator, of the same make and grade, as is used in all Ronaldson-Tippett Electric Lighting Sets, irrespective of price. The fact that this plant weighs 3-cwt., will immediately give you some idea of its strong and massive construction, definitely ensuring lifelong reliability.

The Engine and Generator are mounted on a cast-iron base and coupled by V-belt drive. A first-grade Switch-board is fitted, embodying 2-in. moving-iron type ammeter, battery cut-out, two fuses and press-button electric starting switch. Instruments are carried on a polished bakelite panel with cast-iron bracket for mounting on Generator, and with sheet metal enclosure. Battery comprises best quality batteries—six 2-volt (11-plate) cells in hard rubber containers, 75-ampere hour capacity. Engine speed 700 r.p.m.

This lighting set is extremely simple, safe and easy to understand—no previous experience is necessary! With every Plant is supplied, if required, a simple plan drawing and instructions which enables any purchaser to install and start his own plant, including generating unit, overhead wire and lighting points. All that is necessary is to state the number of points required and the distance from the power shed to the house, and a quotation can be given you for all materials. An electrician can, of course, be supplied to install the plant and lighting points, if desired.

From any angle which you may consider this Plant—quality construction, lifelong use, absolute reliability, absence of duplicates or extraordinary running economy—you will find that it answers to your most exacting requirements.

This new Ronaldson-Tippett Type CW, Electric Lighting Set is built up to the highest standards of the best Ronaldson-Tippett productions; definitely equal in quality to the larger Plants, which have been supplied by Ronaldson-Tippett for Lighthouses, Overland Flying Beacons, Landing Grounds, and also generating sets for wireless stations and innumerable other plants for home lighting, all over the Commonwealth.

This is a Plant which you can buy with absolute confidence. It is made and guaranteed up to the hilt by Ronaldson-Tippett—a nationally known Engineering concern, noted for the quality of its products. Don't postpone your decision. Order now—a lifelong reliable plant that will give the greatest of modern conveniences in your home—brilliant, safe, clean electric light in every room, at the pressing of a button.

BUY THE RIGHT MACHINE FIRST

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*Gives the comfort of
Electric Light and Power
for a few pence per week!*

TYPES RN and MN

This is the Ronaldson-Tippett Type RN, 32-volt Battery Charging Electric Lighting Plant embodying Type N, 3-h.p. Petrol Engine and 1000-watt Generator. Suitable for 18-24 point installations, when under average conditions, 2 large, 2 medium and 2 small lamps can be used each evening.

Our Type MN Plant, embodying the Type N, 2-h.p. Petrol Engine and 800-watt Generator, is very similar in design. It is suitable for 13-18 point installation, and will supply 2 large, 1 medium and 1 small lamp each evening under average conditions.

Both these plants have press-button electric starting and provide for the automatic stopping of the Engine when Battery is charged, by short-circuiting the magneto.

TYPES RD and RF

This Plant is typical of the 32-volt Type RD, 1000-watt, and the Type RF, 1500-watt Battery Charging Electric Lighting Plants when powered by a 3 h.p. Ronaldson-Tippett Type CM Diesel Engine.

These Plants can be equipped with 3 or 4 h.p. Ronaldson-Tippett Type N, Petrol or Petrol-Reversible Engines at a substantial reduction in price. Suitable for 18-24 point installations, these Plants will supply 2 large, 2 medium and 2 small lamps each evening under average conditions.

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Typical of a number of 15 k.v.a. units manufactured by us for the Postmaster-General's Department.

15 k.v.a. at .8 power factor 415/240 volt, 3 phase, 50 cycle.
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RALLY MARATHON

Many collectors get to a few Rallies each year, but this year Dave Mickle has really had a season to enjoy. The First Rally on his list for 2015 was the Geelong Vintage Machinery Rally at the Geelong Show Grounds. As usual this event was well organised with a huge variety of equipment on show and a crowd of visitors to match. One of the more unusual displays was Stephen Larcombe's Jones Rock Lifter. The tow along machine has a modified ground wheel which lifts rocks scraped from the ground, and collects them in a hopper for later release.

His machine can be seen behind the Allis Chalmers Tractor on the right.



Geelong's 1000HP triple expansion engine is always a stunning sight. The propeller (owned by the Larcombes, is on display at Lake Goldsmith). This Jelbart was one of many tractors on display, and the Renault brought back many memories to Dave. This radio controlled Tiger Tank, complete with its working V12 piston engine was on parade outside the B24 display.

The next Rally on Dave's itinerary was the Allora Heritage Weekend run by the Warwick Veteran & Vintage Vehicle Club. This trip was by rail: Dandenong,

Cont.

Melbourne, Sydney, Brisbane, and then Greyhound bus to Warwick. Fortunately Dave is a rail fan, so the trip is a rally in itself.

The Rally was big on Vehicles including Tractors and Crawlers



WARWICK VETERAN & VINTAGE VEHICLE CLUB
presents the 19th Annual

ALLORA HERITAGE WEEKEND

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Allora Show Grounds

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www.alloraheritageweekend.org.au



The wet weather kept Dave's friends Steam Roller at home, which was unfortunate as the chance of a drive was high on the agenda for his trip.

Next on the agenda was Tasmania and the National Rally. Dave had hoped to get his Yorkshire Steam Wagon there, but one way and another arranging to get a steamer on the Spirit proved too much. Fortunately Robin Gibbs Yorky was there. I guess there will be a lot written about National Rally, and here are some highlights that found themselves recorded in Dave's camera. A quick trip to Pern's Museum before the Rally revealed some terrific exhibits, such as the 2 below in their fabulous shed.



An unusual exhibit at the Rally was this timber Crawler on the right. I have heard that wooden tractors wooden

work, but this one did well when it was auctioned off for \$800 or so.

The Bates Steel Mule is not a common sight, especially in show room condition. The Howard DH22-6 beside it is in as worked condition.

On Page 16 the fabulous steam powered Merry-Go-Round came up from Hobart to great joy of the junior visitors, and many more who can remember when these machines were popular drawcards at fairs.





This International Mogul gets a workout while a Howard 2000 and Ransomes rest up.



This Ruston Bucyrus was a working display, and this pair of steam launches were immaculately turned out, inside and out as you can see on the next page. The National Rally wound up and the Road Steamers got themselves ready for the run to Sheffield along picturesque rural roads.



The Africa Queen never looked like this, and Dave catches up with Brendan Roberts. In between the Rallies Dave got to the Launceston Tramway Museum and Zeehan to catch up on their Locomotive collection



With the overhead wires gone, power for the tram comes from a generator in the attached doley. The Museum is well presented with a variety of memorabilia and history. And the track is about 1 mile long on a reserve.



Zeehan's School of Mines reflects its past and the transport museum preserves it.



This Inter was the Fuel Tender and this Salisbury Roller is Tasmanian built and the Marshall Roller has a living van in tow for the trip. Robin Gibb's Yorkshire Wagon stops for a break with the group. (next page)



The Road Run ended at Sheffield, the City of Murals, and the Redwater Creek Railway Steamfest for 2015





After Steamfest it was time to head for Devonport and catch the Spirit of Tasmania to Melbourne and Scoresby for Steamfest at Melbourne Steam Traction Engine Club.

Robert Jones had kept Dave's Yorkshire Wagon "ETHEL" in action for the first two days of the Rally. Robin Gibb and UK visitor John Colwell, who had driven Robins Yorkshire Wagon in Tasmania, turned up for a drive in ETHEL.



Sam Newmans Sentinel is mobile again, and part way to pneumatic tyre conversion.



Steam line up at MYSTEC on the parade ground before the parade.

Nyora in Gippsland was Dave's next Rally, with plenty on display, including a tractor pull and shearing demonstratio



An International Mogul in action with a David Brown in the background.



And a 2hp plough that was king around the farm in days gone by.

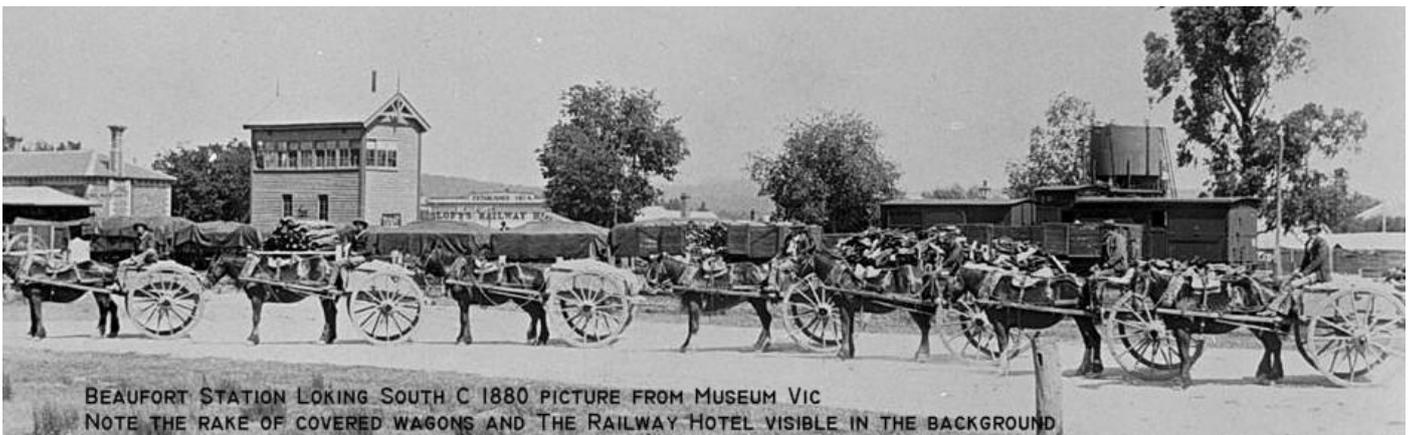
For Easter Dave headed for Leneva just South of Wodonga in Eastern Victoria, but as yet no pictures tuned up. I would like to thank Dave for the photos taken on his Rally Marathon 2015, and Colin Holmes for his story on the Model T Ford Ronaldson Bros & Tippett Lighting Plants.

GOODS SHED HISTORY

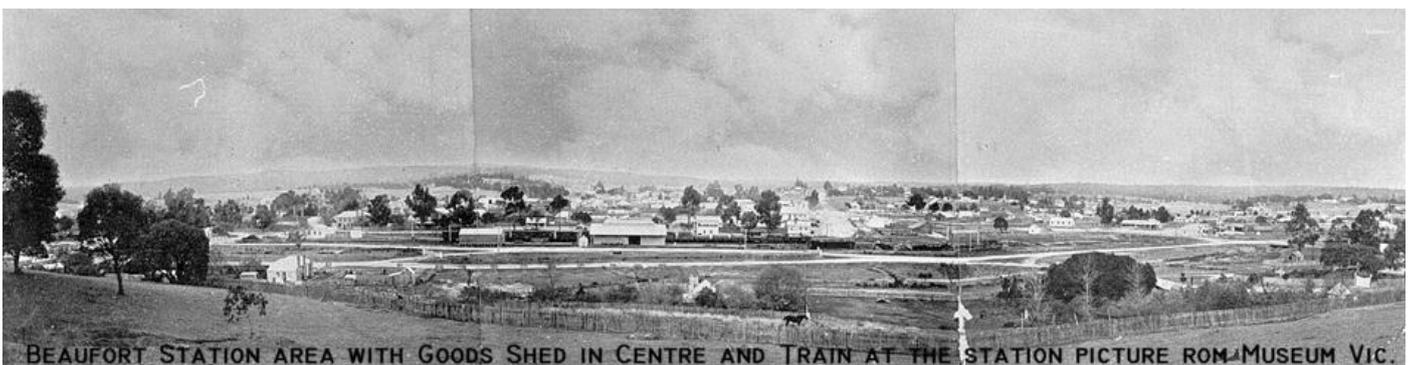
Finally for this edition is a summary of the Beaufort Goods Shed and the process that converted a shed that was due for demolition into a site for The Lake Goldsmith Steam Preservation Association to have a presence in the Beaufort Heritage Precinct.

Word got around Beaufort that the Railway Goods Shed at Beaufort was to be demolished. A local team, including members of the Lake Goldsmith Steam Preservation Association and the Beaufort Historical Society, got together to try and save the building, which had been built in 1875.

The shed was on a siding, which ran through the shed so that goods could be unloaded onto the internal timber platform and unloaded onto Wagons or later Trucks at tray level. An external earthen platform was added later on the East end.



The photo above, taken in the 1880's includes a goods train of covered wagons, and a line of horse drawn wagons queuing for their turn to load. The picture below is a montage of 3 pictures taken from Camp Hill just to the North of the Shed and Station. Again there is a train, and it would appear to be from the same period as above.



A recent view from the top of Camp Hill, the internal Rail and a view of the Eastern approach and external platform, and the old (still in use) weighbridge are below.



Beaufort Goods Shed - Internal View, April 2014



THE BEAUFORT GOODS SHED

The Beaufort Goods Shed Committee worked with the Pyrenees Shire Council and Vic-Track to seek funds under the Community Use of Vacant Rail Buildings program to renovate the Station Buildings for the Pyrenees Arts Council, and the Goods shed for the Lake Goldsmith Steam Preservation Association. The project was initiated by the previous Minister for Transport, Hon Terry Mulder in Feb 2013

The intention of the project was to provide a hub for Rail and Road visitors and the local community in the heart of the Beaufort Heritage Precinct.

The Arts Council use the Station Buildings as studios and a Gallery which is regularly open to the public.

The Goods Shed is not used for restoration work, so it is not open on a daily basis. It is expected that the shed will be opened for tours by appointment, and organised events that make use of the extensive outside area.

The Restoration work was managed by Vic-Track, with the design by Fraser Brown of Quadratum Architecture and construction was by contractor. The building works were completed in 2014.

Members Jamie Hutchings and Ron Harris at at the initial public announcement on the station platform outside the original Signal Box, as recorded in the Advocate.

After the renovation was complete the complex was opened with a speech from the Hon David O'Brien for the Government, with speakers from Vic Track, the Shire The community and Heather Featherston from the Pyrenees Arts Council and Ron Harris as Vice President of the Lake Goldsmith Steam Preservation Association.



After the opening refreshments were served in the Goods Shed which had been filled with exhibits from members, and a parade of Steam was on show outside. Phil Hayes portable engine steam up outside the shed door, and Andrew Johnsons Sentinel Wagon, John Francis Aveling & Porter Roller and David Atkinson's Wallis & Stevens



**Steam is back at the Beaufort Station but not on rails
Steam Wagon, Steam Roller Steam Portable and Steam Traction**

Traction engine put on a colourful display with much steam and plenty of whistle blasts.



Afternoon Tea gets under way at the Goods Shed Museum



The first busload of Visitors were from the Cavendish Seniors who had a nostalgic drive around town in John Franc's Vintage Chev while others tried out the planter.

Currently track is being laid by Vic Track to allow rail movement through the shed and provide access to the rail side of the platform and provide some rail exhibits.

Our thanks go all those involved in getting this project of the ground, and to the team at Vic Track and Quadratum who managed this design and succeeded in retaining the atmosphere of this 140 year old Goods shed and Station Complex. And thanks to the Pyrenees shire for their involvement and support of the local groups and community who use it. Ed.





These early US Manufactured Fords are well prepared for the Rally on May 2 & 3



As seen at the National Rally and ready for the May Rally, Warren Harris' AEC