

# Goldsmith

The Pyrenees Heritage Preservation Magazine No 140 February 2017

Lake Goldsmith Steam Preservation Association Inc Registration No:- A0032895

Rally Grounds:-1234 Lake Goldsmith-Carngham Road Lake Goldsmith Vic. 3373 Next Rally





RENEES





Rally Theme:- Allis-Chalmers Tractors & Machinery +Pre Rally Event:-THE CATS ARE BACK April 29 & 30



Following on from the December edition with a review of some of the gear exhibited at the 108<sup>th</sup> rally, this Diamond T (1956 Model 950?) was as impressive as the day it graced the highways. These trucks are one of the most sort after by collectors, and it is not hard to guess why. An unusual feature was the hinged front mudguards which gave good access to the engine bay. (see downloaded picture on the right). It was great to see this, and other trucks at Lake Goldsmith





A Horse drawn dray and travelling chaff cutter join the display North of the arena And below a fine array of steam whistles



**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 toeducate 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.

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

Or contact us by email <u>info@lakegoldsmithsteamrally.org.au</u>

Or write to: The Secretary:- P.O. Box 21 Beaufort 3373

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

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A moment to reflect on things that nearly were.



An interesting sprung Road Locomotive with a Box Patent coupling rod drive on this early Fowell long wheel base machine, does anyone know of one of these machines in Australia. After they left Burrell they built 109 machines between 1876 and 1915 in their agricultural business in St Ives UK. Below is the 4<sup>th</sup> and last evolution of coupling rod machine limited slip sprung drives in 1885.







Fowler tried 4WD in 1880 and again 1893, as did Tasker with this massive looking machine. This really was a colourful period in the search for practical means of traction over soft road and of road surfaces. Only the successes survived. In the end good rods won for wheels and tracks won for off road, with a few mixed versions along the way.



Another view of a Tuxford Traction engine c1858 with its Boydell soft ground treads. The Steeple guides can be seen clearly behind the driver See the lower right picture on page 5 for a view of the clubs engine. The wheels appear to be timber spokes. The wheels could well be 8', diam.



While we are looking at unusual traction engines, this machine thought to have been built by Wallis & Steevens has a mono rail bogie on the front. (Reversing would have been fun). Below this Fowler design used a friction drive on a rail inside the 12' diameter rear wheel.



Camperdown features a most beautiful Clocktower. A striking and elegant gothic structure proudly standing tall in the main Elm tree lined street. The proportions of the tower are magnificent and fit well with the streetscape.

The tower stands at 103 feet, an internal staircase provides visitors with a healthy climb to the mechanical clockwork mechanism, which is the same as used in that other well known clocktower - Big Ben.

Built in 1897 as per instructions of the late Mr Manifold, the tower was designed by local architect Michael McCabe, while the flat bed turret clock mechanism was built by Fritz Ziegeler in Little Collins St, Melbourne. The three beautiful sounding bells were cast at the Whitehall Foundry, London by Mears and Stainbank. They have a richness of tone which is a result of the silver added during the casting process.

The clock is powered by gravity. Three separate drive trains each have their own weights suspended on steel cables – requiring a person to ascend the tower every seven days to "wind the clock" this is to actually winch the weights back up the central shaft. The three drums suspending these three cables and weights form the "gear trains" that power the Quarter Hour Chime; the Hour Chime and the actual Time Keeping mechanism. Each is wound separately. Over the next 7 days or so the weights descend 60 feet. The three sets of weights have a mass of 279 kilograms. 279 kilos x 20 meters is a simple energy equation for those so inclined....!

The time keeping train is regulated by a large pendulum, via a double 3 legged gravity escapement. This design was created 30 years earlier specifically for Big Ben. Today 117 years after starting, it still runs perfectly, keeping accurate time for all to see and to hear.

However for me the two striking parts to this wonderful part of Camperdown are the actual building – it is so beautiful – and the cogs, gears and mechanical wonder of the mechanism inside.



Some views of the Clock from Manifold Street( Princes H'Way)at different periods from the Camperdown and District Historical Society. Thanks to Brian Gleeson for story from further down the Mount Emu Creek, and below alink to see Big Bem's clock in motion.

https://www.youtube.com/embed/ Qad6Q RbQQ0?rel=0



Clive Keays International demonstrates its wheel agility, and a Dodge which shared the same panels.



This vertical boiler powers the Mt Emu Steam Engine Works, while this vertical engine dwarfs all.





The Ballarat built single cylinder engine in the John Norris Boiler House , and above the twin cylinder Tuxford twin

cylinder from the 1850's are major attractions, and the Tuxford had a visit by a family member.



The Bucyrus is hard at work, although this soil would be easier to work than the limestone and overburden it would have handled in its past lives at Fyansford near Geelong and Mt Morgan in Queensland, On the right, this Ballarat made Cowley Steam Roller travelled from Maldon under its own steam literally on its way to the 108<sup>th</sup> Rally.



This International Twin Cylinder Titan Tractor and this early Fordson made Grand Parade runs



The Clayton Schuttleworth and Foden Steam join this miniature Road train and Traction Engines



Thisvintage McCormick Deering and later McCormick tractors wait for their turn on the arena



Part of Clive Keays Tohatsu pump collection that were used for demonstrations on the dam These fire pumps had an impressive performance and some required twomen to hold the hose.



a visit to the family that exhibited them.



These are always great to watch.

Following on from the last edition we can return to the last group of military vehicles, and

### **HEAVY RECOVERY VEHICLES**

Military vehicles are all built for a purpose, and many are intended for combat, and some meet an unfortunate end when under attack on the firing line. These vehicles may still be repairable, or provide spare parts for others. As many of these vehicles are heavy they need supersized recovery vehicles to tow them out of cratered off road locations. If the damaged vehicle is a Tank or similarly armoured vehicle you need a recovery vehicle that can load them onto a float and then tow the lot out and get it back to a maintenance depot.

At the 108<sup>th</sup> Rally we were fortunate to have 3 such vehicles from the Nicholls family collection on display.

Two of these vehicles were 6 wheel drive wreckers, and one was a Pacific Tank recovery transporter.



The recovery vehicle above is one of the final series of the M1A1 6 Ton Heavy Wrecker.

Heavy Wreckers were first developed by the US military in 1935 when the White Motor Company produced the first model on their Indiana chassis. Corbitt Truck Co. followed later with a modified Marmon Herrington Chassis. With the likelihood of another war, the military prepared specifications and called for tenders in 1941.

Ward LaFrance of Elmira New York won the tender and supplied 2 (of 69) of their Model 1000 Series 1 (M1) in March 1941. An upgraded Series 2 followed in 1942 and about 700 were supplied.

To boost production Kenworth, on the West Coast, was awarded a contract in March 1942 to supply a similar vehicle using the same major components as Ward LaFrance. They produced about 330 of their Model 570. Both makes used a 5 Ton Garwood crane and used Garwood winches front and rear, and both used a Continental 22R 501 CID 6 cylinder petrol engine that produced 140 HP at 2400 RPM. This Motor was used in all series of these M1 wreckers.

Ward LaFrance produced a Model 1000 series 3 for the Lend Lease program and the entire 370 produced were for the Commonwealth. This model was produced with British pattern shrouded lighting.

Ward LaFrance produced about 400 series 4 wreckers with a 5 ton crane which used a curved jib, and Kenworth produced 100 Model 572 with a power operated crane. This is the rarest model.

Ward LaFrance produced their final model 1000 series 5, and Kenworth produced its final model 573 (see picture on above) which ceased production in 1943. These vehicles were virtually identical with open (Canvas cover and doors) and flat top front mudguards. Ward LaFrance ceased production in August 1945.

The M1A1 remained in the US military until they were replaced by the M62 Wrecker in the 1950's.



Left, an M1A1 towing a Stuart tank without its tracks

M1A3 (below) produced for the Lend Lease program. With British standard shrouded lighting. Interestingly the self-cleaning treads on the 11.25 20 tyres are reversed for Highway travel.

The B&W pictures are from the US National Archives via

### www.scribd.com

The coloured picture from the web shows the outriggers used to lift the Dodge WC51.









The final form of the Kenworth 573 and the Ward LaFrance 1000 Series 5 were difficult to identify. The "Whiffle tree" which hangs below the front Chisel top bumper is the only obvious external difference. The Ward La France had a flanged edge as seen above. The Kenworth was was flangeless.

When Kenworth ceased production the unused components were sent to Ward LaFrance and used on their production models.



was not fitted to all vehicles.

The Second recovery vehicle at the Rally was a Diamond T 969A 4 Ton 6 \* 6 Wrecker

Diamond T produced 4 different trucks on the G 509 6 wheel drive Chassis. The 967 was a cargo and Artillery Tractor. 21 were built as wreckers. This model used a 501CID 6 Cyl Hercules RXB petrol engine

The 968 was a similar 4 ton 6 \* 6 vehicle using a Hercules 529 CFD RXC engine

The 969 & 969A were 4 ton wreckers using a Holmes twin boom twin winch crane. A front winch sat behind the bumper.

A969B model was made for export and was not used by US forces

A 970 was a long chassis model designed to transport bridge pontoons and a 972 model was a tipper with air brakes and trailer brake controls.

Production started in 1941 with metal cabs. After 1943 all models used the soft top military cabs. A larger 980/981 series on a G159 12 Ton 6 \* 6 chassis which used a 200HP Herules DFXE Diesel

engine was a Tank Transporter (see edition 138 P10?) and Ballast Tractor that could tow 115 000 pounds. (57 tons)When coupled with an M9 Rogers trailer it was called an M19 Tank Transporter.

The 969AWrecker at the Rally had seen service with the Swiss Military and arrived here via Holland It has the early Hard cab. When the soft cab was introduced 1 in 4 were fitted with a 50 cal

Browning on a ring over the cab.







A 972 Dumper

980 Ballasted Tractor



969 Soft Cab with 50 Cal on ring mount above the caband a 968 after D DayBelow left is a view of a 969 Wrecker in action unloading an LST in the Marshall Islands. Below right



an LST in the Marshall Islands. Below right a 972 soft cab tipper showing the spare tyre and Fuel cans.



# <image>

M26 Pacific "Dragon Wagon"

The M26 Pacific was designed to recover damaged M4 Sherman Tanks in frontline locations. It was intended to use the M15 Fruehauf designed trailer. The combination was known as an M25. This combination could carry 45 tons.( it weighed 38 tons empty). Prior to the introduction of the M25 many damaged or abandoned Sherman's had to be destroyed to prevent enemy use.

A soft skinned version designated M26A1 was introduced for operations behind the lines with much less weight than the 11Ton armoured version. An M26A2 had a soft top cab.

The Pacific was designed in San Francisco by the Knuckey Truck Company, who built quarry and mining vehicles, in 1942. Hall Scott developed the 440 6 cylinder 18 litre petrol engine which produced 240hp and more . A few of these engines were fitted to the large Diamond T (see page 10 Edition 138), but the bulk went into Pacifics. About 2100 model 440 engines were built.

The transmission had 4 forward speeds and a 3 speed transfer case, and the rear wheels drove the wheels by continuously oiled open chains.

Additional production transferred to the Pacific Car and Foundry Company in Seattle, where the bulk of the trucks and the M15 40Ton and M15A1 45 Ton Trailers were built. Fruehauf built the M15A2 50 Ton Trailer.

The wheels and ramps of these rear loading trailers were adjustable to accommodate the loading of a variety of different wheeled and tracked vehicles.

These trucks used 1 US gallon for each mile they travelled. The cab held a crew of 7, and a 50cal Browning M2 machine Gun was mounted on a ring mount above the cab for Air defence.

An array of tools and towing attachments was carried, as was an Oxy Acetylene set

Two 30 ton winches were fitted behind the cab, and a 17 Ton winch was fitted at the front.

These recovery vehicles went into service in 1943 in Italy and survived until they were gradually replaced from 1955 on. Many units were supplied to allied armies and some were sold off.

The truck at the Rally was imported from Europe in a partial restored condition by the Nicholls family to complement the Diamond T 969 and Kenworth 573 wreckers mentioned previously, and the Kaiser M543A2 wrecker in their collection. This is a unique vehicle in Australia These heavy vehicles were floated to and from the Rally grounds by Jamie and Mark Hutchings We thank the Nicholls and Hutchings for making it possible to display these vehicles at the 108<sup>th</sup> Rally The picture below shows an M26 loading a Sherman in the field, the picture next below shows an



M26 with an M15 trailer complete with its main load, a Sherman medium tank. The 8 seperated single wheel arrangement was more common in days gone by. The advantage of a variable ramp track is obvious here. The Lower left picture shows the rear view, with the oxy bottles and rear winches and turntable on view. The lower right picture shows a closed sided cab. The design criteria was function over form.







Rear wheel chain drives sprocket and continuous oiler.



The Nicholls family, who own the three wreckers described above, have an extensive collection of Military vehicles. Staying on the wrecker theme, this M816 Medium Wrecker was built by the Kaiser



Jeep division of American Motors in the 1960's. It remained in service in Australia until the 1980's. These wreckers weighed in at 16 Tons, and could lift 5 Tons with the truck outriggers and 10 with the Jib outriggers. They were powered by a Cummins NHC 855 CID'250HP engine. Apart from its collection value, it is a handy gadget when you are restoring heavy machinery.

The Studebaker US6 U11 6\*6 tipper is another truck with a lot of History.

Studebaker built nearly 200 000 of these trucks in various configurations between 1941 and 1945 The soft top cab that became the US military standard in 1943 was developed by Studebaker for this truck, but they only made about 10 000 themselves. The bulk of these trucks were sent to Russia, under the lend Lease program, where the climate did not suit the open cab. These trucks had a good reputation for rugged reliability and could run on poor fuel. It is recorded that Stalin wrote a letter of Gratitude on behalf of the Russian people to Studebaker. The US6 influenced Russian truck design. These trucks were used by them for their mobile Katjuscha rocket launchers.(see picture lower left,



note the thin slits in the windscreen shields, the flash from the rockets would be blinding without them



The Russians increased the off road limit from 2.5 tons to 4 tons, (later reduced to 3.5 Tons) which makes their performance more impressive) The trucks used a Hercules JSD 6 Cylinder motor and a 5 speed (overdrive top) Warner gearbox with a 2 speed transfer case. Their top speed was about 45mph.

The Australian military used these trucks and they remained in service until the 1970's. The photo above from the Australian War Memorial was taken at Bandiana. These trucks have a place in history and it is great to see one in such good condition



A Battery of Katjuscha Rockets on their affectionately nicknamed "Studer". Hercules JXD motor



Studebakers in waiting,



a Katjuscha outside Berlin



Studybaker US6 chassis.







A Bedford 4 wheel drive, and a 600HP Rolls Royce display engine from a Centurion tank add variety to this diverse and unusual collection.

The stars of the show, for me anyway, are on the next page.







Three Centurion Tanks take up one end of this shed. At over 50 tons each, these vehicles do not get out very often. They make an impressive sight in a fabulous drive through shed



The design of these Tanks began in the UK in 1943 and the first batch arrived in Belgium a few weeks after the VE Day in May 1945. Full production of the Mk 2 commenced in November 1945 when 800 were ordered. They remained in production until 1962 during which time over 4423 were built.

The tanks were built by Leyland, Vickers and the Royal Ordinance Factories. And they went into service in December 1946 with a 76.2mm 17 pound gun. In 1948 the Mk 3 went into production with an 84mm 20 pound stabilised gun which allowed shooting on the move, and in 1959 a 104mm gun was introduced.

The armour plate varied from 2" to 6" thick. They were powered by a 12Cylinder Rolls Royce Meteor petrol engine built by Rover, which developed 650hp and pushed them along at up to 22MPH.

The suspension used Horstman dual wheel units which were reliable, quick to change and took up a minimum of space. The picture (lower right previous page) shows a tank with a fume extractor fitted midway along the barrel. This devise uses high pressure gas stored during firing to eject spent gas forward to ventilate the turret. Thanks to Chris and Frank for a long unanswered question.

Variants of the tank included a demolition unit with a 165mm gun. The tank had a remarkable long service life with the British Armoured Vehicle units using them in the Gulf war in 1991.

The Centurions were involved in the Korean War between 1950 & 1953,

58 Centurion tanks (including 2 Tank Dozers) served in Vietnam with the Australian Armoured Regiment. These tanks were heavily engaged and 42 were damaged, 6 beyond repair.

These Tanks were used effectively at the forward fire stations Coral and Balmoral and enabled the Ist Australian Task to inflict heavy casualties in the 6 week long battle. For those who may be interested in more detail on this battle the book "THE BATTLE FORCORAL by Lex McAuley' is an excellent start, and offers some different views to the media reports of the day,

In Vietnam the Centurions normally carried 62 \* 20 pound rounds for the main gun, 4000 50cal rounds and 9000 \* .30cal rounds for the coaxial gun and the commander's turret machine gun. They also carried an external 100 Imp gallon fuel tank.

All up Australia purchased 131 Centurion Tanks including 6 Bridge Layers and 4 Dozer Tanks, and acquired a few more from other sources. The first order was placed in 1950, but the Tanks were diverted to a British unit in Korea. The first arrived at Sydney in 1952 and they were railed to Puckapunyal in central Victoria. They remained in service until 1977, when they were superseded by the Leopard.

South Africa still has 200 modified Centurions, the Olifant has a 950hp diesel motor, upgraded armour, including landmine protection and it can be fitted with a 105mm rifled or 120mm smoothbore main gun.

These Tanks have met successfully with their Russian equivalents in various African conflicts. The Mk 2 is the right. They have also clashed with themselves and American M47/8's in other theatres.

As an aside many tanks and armoured vehicles will on display at the STARS OF SANDSTONE in April this year





The Israel Sho't is a heavily modified Centurion Tanks. (left picture) and whilst they are no longer used for combat they have been modified for use as armoured personnel carriers, and maintenance vehicles. 100 of these tanks held back around 500 Russian T55 & T62 Tanks of

the Syrian Army in the Battle of the Valley of Tears" on the Golan Heights in the 1973 Yom Kippur War. This success was a demonstration of superior tactics and equipment, and is a classic in armoured battles.

Israel and South Africa cooperated in extending the effective working life of these Tanks that were conceived in World War 2 as a tank that could take a direct hit from a German FLAK 88. This tank was a world leader in the post WW2 era, and flexible design allowed an extended working life.

### THE ATOMIC TANK

A Mk3 Centurion Tank earned this name after it was used in a 9Kilo Ton above ground nuclear test at Emu Field which is to the North of Maralinga in South Australia, in 1953.

The tank was less than 500 yards from the epicentre. It was unmanned, but the engine was left running. After the detonation the tank had moved 5 feet, and the side track guards had been blown off and were 200 yards away. By the time the tank was inspected it had run out of fuel, but it was driven away. Later, in 1969, this tank, no 169041 went to Vietnam for 15 months where it was hit by an RPG in the lower fighting compartment which wounded a crew member. The crew member was evacuated and the tank returned to action.

This tank is on display at the Robertson Barrack's at Palmerston in the Northern Territory. This is the only Tank know to be nuked and returned to active service for a further 23 years.

This brings an end to the Military display at the 108<sup>th</sup> Rally, and a visit with Ron Harris and our wives to the Nicholls family collection. This was a very enjoyable follow up on the story behind their rally display.

In recent years we have been fortunate to have had some excellent theme displays to enhance our steam, diesel and heritage displays which are the heart and soul of Lake Goldsmith.



The above picture was downloaded from the net and has



been included for the range of equipment, including some that were at the rally, shown above in action during WW2.

The electronic copies of this edition of Goldsmith will appear as 139 and 140 on our website and in emails.

The print quality version on the web is a large file under 10 meg which can normally be downloaded from the club website at <a href="https://www.lakegoldsmithsteamrally.org.au">www.lakegoldsmithsteamrally.org.au</a> under the magazine tab.

Just before we leave the Military theme, Peter Jackman spotted an interesting item at the Geelong Vintage Machinery Rally from the First World War Shown below is this brass compressed air/fuel Torpedo motor. It was made by Brotherhood in 1911. The fuel is burnt under pressure outside the



cylinder and injected with cooling water before admission to the cylinder via a poppet valve.



This Bristol 20 crawler has a novel track guard arrangement to protect the low seated driver.

Below is a well worked survivor of the construction industry, which can still put in a good day



All up it was a good rally with plenty to see. The 16<sup>th</sup> National Rally is coming up fast. April in Hamilton will be great day for machine heritage.



Kamilton Pastaral Museum Inc

Bringing Back The Memories



Contact Information for Host Club Email: hamiltonpastoralmuseum@live.com Web: www.hamiltonpastoralmuseum.com.au



Hamilton Pastoral Museum Inc. Cnr Hiller Lane & Ballarat Rd. P.O. Box 220 HAMILTON, VIC. 3300. Ph. 03 5671 1695



ITTLY LEE

Before the National Rally, the MSTEC Steamfest at the National Steam Centre will be a great 3day



# March 11<sup>th</sup> – 13<sup>th</sup> 2017

### 1200 Ferntree Gully Rd., Scoresby Adults \$15 Children \$5











show at 1200 Ferntree Gully Road Scoresby , about 20km East of Melbourne.

Of particular interest this year is the recently acquired White Steam Car



There is no car body, so many of the features are on display as can be seen above. The picture below shows the vehicle being recovered after it was donated to the club



The White Steam car was designed by Rollin White and about 10000 steam cars were made between 1900 and 1911. A feature of the White steam generator was its use of a counter-current water flow. Water was pumped into the

top and steam exited from the hot lower end. This allowed a pump to control water flow in and steam production, and the flame to control exit temperature which all worked well with a superheated steam system.

CASH ONLY!!

When White moved to petrol powered cars, and after WW1 turned to truck production. During the 1920's he developed a successful agricultural tractor and founded the CLETRAC company.

During WW2 White produced the armoured White scout car and halftrack. After World War 2 they only produced large trucks and acquired Autocar, Diamond T, Reo and Freightliner. Eventually the Canadian section "WESTERN STAR" was purchased by Australian Terry Peabody, who later sold it to Daimler-Chrysler who moved production back to the US. Volvo acquired the US assets and formed a joint venture with GM. The White name was dropped by Volvo, Autocar was sold and remains in production, as does Western Star and Freightliner.

White had an innovative start, their steam car out sold Stanley, and the Cletrac differential steering provided constant drive on both tracks. This bit of history, if you like Whites, is where it all began, so it's worth a visit, and there's a lot more at STEAMFEST 2017,... go along and enjoy the day.





The Long Weekend in March is a popular time for outside events, in Victoria and Tasmania

There is a STEAMFEST at Sheffield, "The Town Of Murals" in Northern Tasmania. The Red Water Creek event is a popular attraction, and some enthusiasts manage the Tasmanian and Victorian events. If you can make it there you can be assured of a

### great event,

VINTAGE ENGINE RESTORERS GROUP

18th Annual Vintage Engine & Machinery Rally

19<sup>th</sup> March, 2017

Talbot Football/Netball Ground Gates open at 9am Onsite Catering



Come and enjoy a great display of Old Engines, Machinery & Vehicles. Only a short distance from the local markets.

Saturday 18<sup>th</sup> is an exhibitors day, where you can enjoy your hobby while catching up with fellow enthusiasts. A meal will be provided<sup>°</sup> for those staying over night. Setup on Saturday is from 10am

Enquiries: Leanne (03) 5463 2114

Another March event is run by The "Talbot Vintage Engine Restorers Group" on the weekend after the SteamFest Rally's This Rally coincides with the local market so there

is a lot going on. and Talbot is a pleasant drive, just South of Maryborough Victoria. **Ring Leanne** on 03 5463 2114 to check overnight arrangements. Hopefully this edition gets out in time, for the Ballan 201 " **Great Vintage** 



in

Rally" on the 19<sup>th</sup> of February.



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



# **ADMISSION PRICE:**

Adults \$15.00 • Children aged 5-16 \$5.00 • Exhibitors and Children under 5 free.



I must confess to a bit of bias, but one not to miss is the 109<sup>th</sup> Lake Goldsmith Rally in May. If you are an Allis Chalmers enthusiast, or have one to exhibit, this is a weekend not to miss.

# LAKE GOLDSMITH STEAM ENGINE PRESERVATION SOCIETY

## SOUVENIR PROGRAM No. 1



### OFFICIALS

President: Mr Clarrie Hall; Vice-President: Mr Goo Muleahy; Secretary: Mr John Muleahy; Committee: Messre J. Upton, K. Boyle, Tom and Con Muleshy, Tom Rogers, Barry Upton, John Knight and Jack Kirkpatrick.

The Society's aims are to restore and preserve these old relics of the past, so that future generations may not only see them, but watch them working also. Steam has played a major part in developing this Continent. If it were not for this Society most of the engines here would have been cut up for scrap, and they are not being manufactured any more.

This small group has been functioning for a short while and have many more to restore. They have been bought and donated and have come from many parts of Victoria and New South Wales.

### PUBLIC NOTICE

You are now at the Lake Goldsmith Steam Rally, and there may be an element of danger, with the possibility of accidents occurring, with resultant injuries to persons and property. The organisers, its servants and agents and competitors or anybody connected with the control of the Rally, take NO RESPONSIBILTY whatever for any occurrence. All persons therefore enter the property entirely at THEIR OWN RISK.

The Committee gratefully ackowledges cash donations from Mesars, H. Leister Smith, Kerang; Peter Mercer, Albury; Jos. and Tom Hamilton, Tatyoon; Jim McNicol. Korong Vale; Joe Timms Warmambool; Jim Donegan, Gordon and many others.

A blast from the past, Joy Phillips found a copy of our first program at the Gold Museum at Sovereign Hill in Ballarat, it is worth a read, how times have changed. The exhibits at Rally are on the form below, and a flyer for the 1965 Rally is shown below. If anyone has a copy of any earlier flyers, it would be great if you could send in a copy for a future edition of Goldsmith.

- FOWLER-SINGLE CYL. 8 ILF. No. 3841. Left works at Leeds 14/11/1900. Previous owners: W. Dobson, Barrumbeck; Gelanne Bros, Dunnstown; Barry Bros Ballarat; Harrison Bros., Emileid, Owner: George Melcahy.
- HEMLEY 4 H.P. Portable built in 1860's and one of two to come to Australia, Agents: Weich Perrin, Used on a dairy farm at Kerang. Cost 256 new. — Owner: Clarrie Hall.
- MARSHALL SINGLE CYL. PORTABLE No. 59986. 5 H. P. Built about 1913 and used at Navarre in Jim Bain's Reewood mill Owner: Jack Kirkpatrick.
- AVELING AND PORTER PISTON VALVE, 2-SPEED, 3-WHEEL, 10 TON ROLLER, No. 11149. — Lett England March, 1925. Agents Noyes' Bros., Melbourne, Sold to Oakleigh Shire Council. Owner: Tom Muleany.
- AVELING AND FORTER TWIN CYL. SINGLE SPEED, 6-TON TANDEM ROLLER, No 11853. Manufactured in England, May 1928. Last tandom made. Sold to Geelong City Council. Owner: Jack Rickpatries.
- MARSHALL SINGLE CYL. 5 H. F. No 50831. Used in a Riverina, shearing shed and pumping on the Wakoll River by A. Bitman, Owner: Barry Upton.
- FODEN S.C. 8 H.P. No 2262. —Worked in N.E. Victoria. Previous owners: Speed, Williams, P. Griffith. Owner: George Mulcaby.
- 8 TANGIE STATIONARY WITH NUTICAL BLIND TUBE HUMBLE BOILER.—Engine 1855; Boiler 1915. Engine worked in Beaufort Butter Factory, then C. Dyer's Elminurst. Owner: Jack Kirkpatrick.
- YORKSHIRE STEAM WAGON COMPOUND. Built in England 1918. Weight 8-ton. Original Owner Hugh Victor McKay. Owner: Tom Mulcaby.
- FOWLER 8 H.P. COMPOUND TRACTION ENGINE. No. 15187. Built 1924. Used for stone crushing by the Camperdown Shire Council, Owner: Jack Kirkpatrick.

- MARSHALL TWIN CYL, with reversing launch type motion and Marine blow off valves. S H.P. — Engine from the "Britannia" Paddle Steamer which traded on the Murray, Darling and Murrambidgee Rivers. Owner: Jack Kirkpatrick.
- 12. CLAYTON AND SHUTTLEWORTH THRESHER with 5 ft. Drum, year of manufacture 1810. Previous owners, Clark, O'Brien and Scoley. Owner George. Mulcaby.
- RUSTON PROCTOR PORTABLE 4 R.P., No. 26136. Used in Central NSW for pumping and abcaring. Previous owner: Mr Cruickshank. Owner Jack Kirkpatrick.
- CLAYTON AND SHUTTLEWORTH THRESHER No. 44600 2 fool 6 inch Drum.—Smallest made by this firm. Built in 1912. Used in Goroke district by Mr Carl Elock. Owner: Jack Kirkpatrick.
- KELLY TRACTION ENGINE SINGLE CYL., HIGH SPEED. Made in USA, Reeve's type motion, built about 1910 and used by Mr Ricols for threating and chaff cutting in Korong Vale disttict. Owner: Jim MeNicol.
- TRACTORS- 1916 Mogui bulls by THC SC with one forward and one reverse gear, 1920 TWIN CYL, TITAN IHC. Owner: Jack Kirkpatrick.
- 4 CYL CLETRAC. 1920 model made in Cleveland, USA One forward and one reverse gear. Owner: Jack Kirkpatrick.
- "MAID OF KENT" MODEL OF AN ENGLISH 4x4x9 LOCO. Working pressure 166 Dos, 5-inch track. Built by Christe Hall, Owner: Tom Malcaby.
- 18, 1221 BSA MOTOR CYCLE, 500 C.C. SIDE VALVE, with Gas Lighting Equipment, Owner: Jack Upton.
- 19. 1921 BSA 250 Side Valve MOTOR CYCLE. With 2-speed gear box, Produced in great numbers in England, but very hard to obtain in Australia. Owner: Jack Upton.
- 26. AN 8 ft. 6 in. MODEL OF A 6-GUN CRUISER OF THE FIRST WORLD WAR. Hollers are two 18 hs. shells providing steam for four oscillating motors driving 2-indexed propellors and 2-outboard propellors. Owner: Harold Upton.





The Ballarat Miner caught up with Andrew Reynolds on a Road Run to Lake Goldsmith for the 108<sup>th</sup> Rally. There was also a feature story inside. Now we can look forward to the 109<sup>th</sup> in May. The President, committee and members of the Lake Goldsmith Steam Preservation Society wish to thank all of those who visited and exhibited at the 108<sup>th</sup> Rally and made it such a success.