



The Pyrenees Heritage Preservation
Magazine

Goldsmith

No 142 June 2017

Lake Goldsmith Steam Preservation Association Inc

Registration No:- A0032895

Rally Grounds:-

1234 Lake Goldsmith-Carngham Road
Lake Goldsmith Vic.3373

Next Rally

GOLDSMITH AUTUMN RALLY

No 110 Nov 6 & 7 2017

Rally Theme:-

JOHN DEERE

**PYRENEES
SHIRE**



Allis Chalmers was the theme of the day for the 109th Lake Goldsmith Rally and a fine turn out of Prussian Orange appeared on the Lawn Mowers Tractors and implements made by this innovative American manufacturer in years gone by.

The Associations new Marquee made a good back drop and housed collections of its own, and was home to the Beaufort Band during their many performances during the weekend. The quadrangle, Founders building and John Norris Boiler House were the focus of a wide variety of exhibits including many of the visiting Allis Chalmers.

Editors Overview

The May Autumn Rally was the last of 4 Rally's in 4 weeks in the Western district and it was great to see so much historic machinery displayed at the different venues. Warracknabeal had their Rally over the Easter weekend with fine weather and a good crowd, and Hamilton was home to the National Rally a week later, again with an excellent turn out of machinery from around the Nation. One week Later the Antique Caterpillar Machinery Owners Club had their first earthworks display to coincide with the opening of their shed at Lake Goldsmith.

Finally the 109th Lake Goldsmith Rally got under way on the fourth weekend.

The theme for visiting exhibitors was ALLIS CHALMERS, and it was great to see so many of these machines collected in one place and we thank everyone who participated in exhibiting these machines at the rally, and hope that they enjoyed the day as well



Vintage bicycles have been a high profile exhibit at recent rallies. The Williams Family have had an extensive display of early and unusual bikes on display for as long as I can remember and the additional display of early two and three wheel machines extends the overall displays back into the 1800's. It is great to see these machines in action, particularly the Penny Farthing bikes that require a degree of skill to get on, let alone ride.

Their height alone is impressive and draws a look from a youthful rider of a modern machine.

Steam is our heart and Soul and was on display everywhere. A Standard Sentinel Waggon from South Australia joined its younger cousin from Ballarat, and the resident Twin High Buffalo Pitts was joined again by a visiting Single from Gippsland. All up there was a lot of Steam Traction on hand.

Our next Rally Theme is John Deere and anything made by this company or the companies that were integrated with it to form the successful corporation that we know today.

The next Goldsmith (August) will only be published in electronic form, which means that it will not appear in print form. October will be in print and electronic.

All editions will be available for download from our website.

For those who normally receive a printed copy, if you forward your Name, email address, post code and a phone contact number I can add you to the email distribution list so that you receive an email version directly.

As advised previously only 4 of the normal 6 editions published each year will appear in print. The Cost of printing and posting the extended magazine is becoming prohibitive. Now let's have a look at some rally features. Ed.

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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The Allis Chalmers Rally

Last edition we covered some background history on the vehicles that Allis Chalmers produced during the 80+ years that they manufactured tractors and associated gear.

This edition will cover some of the machines exhibited at the 109th Rally



The B model shown above was the highest production model built by Allis Chalmers in America and Great Britain. It was designed in the 1930's to appeal the large number of American farms that were on properties of less than 100 Acres.



The Model C was started in 1940 and used a dual front wheel as Standard



The Victa lines up on the left of the A-C Simplicity with a later Simplicity on the right.



The Allis Chalmers Simplicity Lawn Mower was the smallest A-C that I spotted. Simplicity was a company owned by A-C and later sold so that the mower stayed in production without the Allis Chalmers label. On the right Robert Lefever stands behind a New Britain Model 307 Garden Tractor made in Connecticut USA in C1920. On the left is another US manufactured Garden Tractor. This Gravely came from West Virginia.



Robert is a regular visitor to our National Rally's, and this year he stayed over for the Lake Goldsmith Rally. Robert is a collector of "Antique" Tractors and gasoline engines in Pennsylvania USA. It is good to welcome visitors from so far away, and we hope that he enjoyed the show.

These mowers, Garden Tractors and the immaculate Howard Rotary hoe on the right were displayed by Norman and Daniel Spencer from Western Vic.





This D17 Allis Chalmers was on display in the quadrangle with an Allis Chalmers All-Crop Model 60 Harvester which



had an interesting list of patents from the 1930's on a plate on the rear panel.

On the right & below is the quaint looking Model G row crop tractor. These tractors gave the driver a very good view of the ground being worked and kept him very close to the crop. They were made from the late 1940's



. On the left 2 model B's, a G and a WC line up on the arena.

These Tractors are immaculately turned out.

Their stylish tinwork and bright Prussian orange paint are hard to beat.



Allis Chalmers B models, on the left is an adjustable front axle, and on the right a fixed front axle, and third to the right is the dual front wheel WC. The 3 tractors have high row crop clearance. The Model B uses a steel tube to connect motor and drive sections, while the WC uses a perimeter steel frame to support the front wheel and provide a strong frame to mount cultivating tools. These steel sections avoid the use of heavy castings to keep the weight low. All 3 use drop gears to drive the rear wheels, which combines high clearance and small drive wheel diameters which have cheaper tyres.



The Allis Chalmers “One Ninety tractor on the left was one of the most recent models seen at the Rally, and the HD Dozer on the right was seen with a deep ripper.

These quilted rugs appear to show Allis Chalmers Tractors in rural scenes of the late 1950's, and they make a fine scene to end this feature of the A-C exhibits on show. Thanks to all who showed these great machines at the 109th Lake Goldsmith Rally.



ACMOC

With the opening of the Antique Caterpillar Machinery Owners Club display shed the previous weekend at their inaugural earthworks display at Lake Goldsmith, there were



plenty of old Caterpillar Crawlers on display in and out of the shed. The Floor had just been concreted for the event, and the display looked particularly neat.



Outside the door there was a line up, with an RD6, D4, D2 and an early Thirty.



The Hutchings D8V8 takes off with a load, after a helping hand behind the scraper



This pair of D2's covered the left door and this Diesel 35 and a D4 covered the other.





This WABCO was a surprise, and with an Oliver added variety to the display.



Earthwork has always been a rally feature, on the left above, Phil Hayes operates the Ruston Steam Shovel and on the right the Bucyrus crew matches the action as the mullock heap is moved from here to there on the Rally Ground. (see below)





This Ransomes single cylinder crawler from Trentham, equipped with a Blade and the mighty HOUGH take a rest. The Hough, owned by Rod Jones, has been a long term resident at Lake Goldsmith and it has moved mountains of material over the years.

Pedal Power parade

Steam and IC power were not the only movers at the Rally. There are always bikes in evidence as they are a good way to move around the 40 or so acres of the Rally Grounds. The Evans family from Geelong and Williams family from Swan Hill have



taken bicycle collecting to a different level and presented the visitors with 2 complementary collections. On the previous page Robin Evans rides a “Boneshaker” bike from the late 1860’s and gets the attention of young crew members on the Scobie Bros Traction Engine.

This Bike was made by a Blacksmith and Wheel Wright in the Hunter Valley, North of Sydney in New South Wales. These early pedal action bikes were developed in France in the early 1860’s where they evolved from the Velocipede (right) which was propelled along by foot power. The addition of a sprung seat must have helped, but the iron tyre on wooden wheels, and the need to hold the steering against the pedal push really shook your bones. For those who are interested in such things, the tyre got its name from its use attiring or clothing the wooden wheel to hold it together. The “Michelin Tyre Man” seems to have cashed in on this completely, with his steel banded Radial tyre outfit.



The gearing ratio was one to one which meant that you really had to pedal fast to get along with any speed, the larger the diameter of the front wheel the faster you could go, or the other alternative as followed in the future was a geared up drive. A real appeal of this style was that it could be manufactured to order by local artisans in a blacksmith and wheel wright shop.

Speeds started to pick up a bit from 1869 when Frenchman Eugene Meyer developed a wire spoked front wheel and increased the front wheel diameter. The high bike had arrived.

During the 1880’s, James Starley of Coventry England produced a light weight high bike that founded an Industry of cycle manufacture. Hollow metal frames reduced weight, solid rubber tyred tangentially spoked wire wheels on ball bearing hubs gave a softer ride with less effort, and a rear step made it easier to get up on. The high riding position of these bikes made “taking a header” a real possibility if for some reason you stopped in a hurry.

To reduce this risk, makers offered changes in handlebar design and seating position to reduce the risk by moving the seat back.

Real improvements came about when the pedals moved back to place the rider further behind the centre of the front wheel. As this pedal actions became indirect they provided an opportunity to provide a geared up drive, which in turn allowed a smaller diameter front wheel to be used to achieve the same speed.





The Williams family “Racoon” shows the reduction in drive wheel diameter that is possible by using levered pedals and speed increasing gears. On the right the Robin and Pat Evans chain geared hub has offers a similar advantage. Interestingly, in both cases the mechanism is supported from the forks, so that each pedal has its own gear set.

Moving the rider back placed more weight on the rear wheel, which became larger in diameter.

These bikes were the start of the safety bicycles, which ultimately brought what later became known as the “Penny Farthing” era to an end.

On the left a Victor Safety bike took the change a stage further by transferring the weight to a large diameter rear wheel, and using a geared chain drive to the rear wheel. The bike still used solid tyres, which in combination with the smaller wheels

gave a harsher ride than the large wheel of the Penny Farthing, or “Ordinary” as it soon became known at the time. This bike dates from 1891 and it was made in Massachusetts in the USA by the Overman Wheel Company which produced high quality light weight safety bicycles from 1887 to 1900. At its peak the company employed 1400 people and produced 80 000 bikes a year. Hollow cushion tyres were introduced on the next model, and later introduced a double Triangle or “Diamond “ frame.

The bike in the picture is in the Evans family collection.



The Victor ‘Flyer’ of 1893.

In 1885 in England John Starley, who has been considered the father of the modern bicycle, had set the Rover Safety bike in production. This company later manufactured Rover Cars.

By the end of the 19th Century the safety bike made cycling a popular and economic means of transport and cycling soon became a sport.

The difficulty of mounting the high Penny Farthings, and the risk taking a header if you stopped quickly had been the focus of many makers prior to the arrival of the safety bike.

One solution was the tricycle. Without a geared drive, large wheels were still required to reach a satisfactory speed, but they did offer a lower seating position which was easier to mount, and with the rider's weight moved forward a small additional wheel could be added to provide stability and steering.

The drawbacks were additional weight and cost, and the need for a differential in the drive wheel axle.

The Lewis tricycle pictured above right, was made in Wolverhampton near Birmingham in England in 1882 and is being ridden by Pat Evans.

WILLIAM LEWIS,
BICYCLE TRICYCLE,
AND
MANUMOTIVE CARRIAGE MANUFACTURER,
(Oldest Bicycle and Tricycle Maker in the Trade.)
ALL KINDS OF
BUILDERS' FACTORY & ORNAMENTAL IRON WORK.
PROMPTLY EXECUTED.
Spouting, Guttering, &c., fixed at shortest notice.
ESTIMATES FREE ON APPLICATION.
ESTABLISHED 1853.
TEMPEST WORKS, TEMPEST ST.,
WOLVERHAMPTON.



"THE CONDOR."
Double driver Forwards or Backwards. Suitable for Lady or Gentleman.
The Cheapest and most durable Tricycle in the Market.
Catalogues containing 20 engravings, with full description,
free on application.



The steering is by rack and pinion. The Right hand handle is twisted as a steering wheel. The left handle is a fixed support fitted with a Bell. There is a trailing arm and wheel to prevent the machine tipping backwards, and there is a differential in the chain driven back axle.





The Columbia Tricycle on the left was made by Albert Pope in Hartford Connecticut USA in 1888. Pope started importing English made Penny Farthing bikes, and in 1878 began manufacturing his own, and became America's largest manufacturer. By mid 1880 he was producing 60 000 bikes a year.

Pope went on to produce safety bikes, and later shifted bike manufacture to Massachusetts when the Hartford plant started producing electric and Petrol bikes and cars.

Unlike the Lewis trike, the Columbia uses handlebar steering and conventional pedals driving a geared chain to the differential on the rear axle. The drive wheels were smaller in

diameter and the steering wheel was larger. Pope was an innovative manufacturer, and developed thin wall Nickel Steel tubing for a strong light frame.



These tricycles were produced as tandems with dual pedals. The photo below shows a tandem fitted with a small motor in lieu of the front pedal set. This machine modified in 1894 was made by Hiram Maxim, son of the Machine Gun inventor who was later employed by the company, developing powered machines.



The safety bike developed as the most successful layout for bicycles, and fundamental layout follows today, although the details have changed incredibly, with new materials for increased strength and lower weight, and the addition of changeable gears and disc brakes to name a few.

The tricycle lives on in small numbers in special applications, but it evolved into a popular machine for children to engage in the fun of cycling.

Robin and Pats collection includes far more than these rare early evolutionary turning point examples. The collection includes many other bicycles. Below right is an Elgin



Skylark made exclusively for Sears Roebuck and Co in the USA prior to WW2. This one dates from 1936. Above left is a German made Hercules Cavalo made in 1980.



These unusual bikes have a chain drive but the seat is connected to the pedal crank arms and the pedals are footrests attached to the articulated frame. You push down with both feet when the seat rises, and your weight

pushes the seat down and turns the pedals. It is unusual to watch the bike in action as both feet rise while the seat falls and vice versa.



The bike on the left was made in Germany during the First World War. Rubber was at a premium, so the wheels were designed without tyres.

The tyres were replaced by a ring of helical springs fitted between the wheel rim and a leather faced steel outer rim which ran on the road. Robin assures us that the ride was comfortable, and they did not get punctures.



A bicycle built for two, Robin and Pat take their Punnett Companion for a ride around the Parade Ground. This bike was made in Rochester New York in 1896 by the Punnett Cycle Mfg. C.

The triple pivoted front frame links the handlebars of both riders.

Not visible here is the provision for one seat to be located centrally, which at a pinch allows the bike to be ridden by one rider, with one foot on each set of pedals, and one hand on each handlebar. The step through frames would certainly help.



The unusual bike on the left is a Pederson made at Dursley in England in 1902.

The seat is a Hammock supported between the headstock and cantilevered seat post. The light weight front forks are attached to the frame via two separate bearings.

Over 30 000 had been manufactured by 1920 and they are still being produced in Copenhagen Holland and by others. They appear to have had a small but strong following



The Victor "Ordinary" on the left was made by the Overman Wheel Co (see page 12) in 1886.

The strange machine on the right is a water bike, which was made as part of a set used in a New York amusement park. The seat is behind the sign above the pedals. The rudder is on the bow and prop at the stern.





This bike is a very early Penny Farthing dating from 1873. It is a transition from the wooden wheeled solid iron frame velocipede bone shakers to the wire wheel sprung seated bikes that became the



popular ordinary high wheelers of the 1880's. The wedge section frame is rolled from a flat bar on edge indicated by its thin outer edge The Handle bar and forks also show the marks of the artisan Blacksmith. Like the Bone Shaker (page 10) these bikes could and were manufactured by a local Smithy and Wheelwright.



The Union Strano Compact on the left was made in Holland in 1963. The bike was not a commercial success and only a few were made. Its layout is similar to the early 1886 American Star reversed Penny Farthing which was on display at the rally, which somehow missed out on having its picture taken.(so a download can be seen on P 18)

The S frame below is another unusual bike from the 1930's era in California. The previous owner



had lost any record of who made it. Apart from the single tube used for the frame, both forks use a single tube and stub axle. This certainly makes tyre changing a bit simpler. There does not seem to be much information available on this bike, or anything else that looks like it. It certainly has a very clean line, and minimal frame assembly. There is only one other S frame known, which is in a Chicago Museum. It is thought that it may have been a WW2 design trial to save material.



The American Star reversed penny farthing (above left) mentioned on the previous page, and certainly reduced the chance of “taking a header”. The lever pedals allowed the riders weight to be carried forward of the drive wheel. I guess that going up hills became a problem, but without a handlebar in the way you had a chance of sliding off.



Ferrari made 250 of these Michael Schumacher inspired mountain bikes, which were given to purchasers of Ferrari cars at the time, and on the right above Sears Roebuck sold this Sears Screamer Drag bike. This elaborate bike had hand gear change & brake



On the left this trick bike of the mid 1970's had dual steering, and on the right this 1952 Hoppy Bike was produced by Rollfast in the USA. It was



available in various sizes, and a trike. Hopalong Cassidy & his horse Toppa were popular Western Cowboy heroes in books, and William Boyd starred in Black and White movies. The original Hoppy had a wooden leg.



For those with a liking for the really unusual, this 1890's Sea Horse Bike must have an appeal, although the seat might discourage anyone from trying a rapid stop.

On the right, these wall posters were on all walls, and covered a lot of History.

Thanks to Robin and Pat Evans for displaying this excellent collection and parade of these machines that started an industry of consumer transport that eventually led to powered bikes, cars and aeroplanes.

Thanks also to Peter and Roz Craig for making their shed available for this display. Their Bulldogs were let off the leash for the day to make room for this popular exhibit.

As was mentioned earlier, there were many other bikes on show at the Rally, although



most of them were for transport, as can be seen from the collection above.



The replica 1943 American Schwinn, above left, fitted with an Italian motor below the pedals, was on show outside the Williams Family Shed, while the Seagull in the centre was fitted with a motor at the rear. This delivery bike was a reminder



of the days when goods were delivered by bike, and the Kennedy and Gove bikes remind me of school. There seemed to be bikes everywhere.

THE 2017 NATIONAL RALLY HAMILTON

The National Rally was close at hand this year. Hamilton is not far to the West of Lake Goldsmith, and the event was only a fortnight earlier, so that there was a lot of carryover from Hamilton at the 109th Lake Goldsmith Rally.

In the run up week Ross and Jo Lloyd made a dawn start at Lake Goldsmith for a road run to Hamilton in the Marshall Road Loco, with David and Joe Atkinson in their



Wallis & Stevens Traction Engine. The trip started with an overnight camp out on the arena and overnight stops along the way. A stop over at farm made for a good start on the short run into Hamilton, where unfortunately the weather was not so kind for heavy vehicles.



The National rally had a great turnout of steam and IC trucks, tractors and cars. The clubs new tent and the people mover were easy to spot, as were many exhibits.



This Bates Steel Mule and the Fiat Tractor on the right are very tidy restorations, and



below this Massey Harris and Ronaldson Bros & Tippet Superdrive tractor keep busy.



Below, this immaculate International Buggy from Kyneton, a 2Ton Holt crawler join a 1930's tractor made from a TT Ford truck rear end and a Dodge 4 motor & front end.



The Temora Tusker Chamberlain does some overtaking on the way to Hamilton.



and joins up with some fellow travellers from the Chamberlain owners Clan.



Steam was in action at Hamilton with a Foden, Buffalo Pitts and a Sentinel Wagon.



The hay wagon was unloaded by pitchfork to feed the chaff and hay press in action at Hamilton, while this collection of GM Diesels make a great display of Truck Power.



Straight out of the past. This load of hay makes an impressive sight, and is a reminder of the times before motor transport when the horse was King of the Road. Below Andrew Provan's 7HP Foden Compound turns some of the hay into bales. This Colonial Foden's background can be found in Edition 128, September 2014 on our website.



On the right, Dave Mickle comes to rescue the stranded Wallis & Steevens with a rope and sturdy electric tractor. Normally Dave is seen in the driver's seat of a steam wagon.

Meanwhile young Lucas Meadows makes his mark at the Hamilton National Rally



2017 with pedal power, the start of the next generation collection, and we caught up with a front view of the Foden and it's proud restorer and owner.



Above, this AEC Militant is well decked out, and below this Republic Truck leads 1925 Graham Brothers 1 Tonner whilst an Allchin Traction Engine sits in the rear.





This Quadracycle is a replica of the first car made and sold by Henry Ford in 1896. He later built two more and established the company that made the Model T. The original is in the Henry Ford Museum at Dearborn in Michigan USA.

The Bren Gun Carrier on the right above , prepares itself from inclement weather.



This early Artillery piece and the Chev Blitz and Jeeps are from two different eras , whilst the Navy Steam Clubs Foden Steam Wagon is a reminder of the days when the Naval Vessels were powered by reciprocating steam engines and turbines. The Foden is crewed by volunteers from the Navy training base at HMAS Cerberus near Hastings on Western Port Bay in Victoria.

It is a popular attraction at many events around Victoria and beyond and inadvertently it is a great Public Relations exercise for our defence services, where our youth can come face to face with serving members and trainees at HMAS Cerberus.



BACK TO LAKE GOLDSMITH AND THE 109TH RALLY GRAND PARADE



The Allis Chalmers Tractors led the Grand Parade with a massed start of Steam and IC machinery while the spectators line the fence of the arena.



The cultivator has a handy Dicky seat for a passenger in the parade and below left this early Moline Universal Tractor uses a concrete infill in the drive wheels.

Right, the Miles family's Ruston Proctor takes a spreader trailer in tow during the parade .





The Scobie Brothers take the massive thresher in tow.



Above, President Trevor Oliver gives a running commentary on these 2 Ballarat made Cowley Road Rollers from the 1920's as they roll past the start line.



Burrell and Foden & the Fowler Ploughing Engine were in the line-up.

Fergusons of all descriptions paraded past. They pulled a club people mover, carried Cyclone separators and ploughs as they tour the rally grounds from there club headquarters on site.



The Buffalo Pitts single on the left made a long trip from Gippsland for the National rally at Hamilton and the Lake Goldsmith Rally where it joined Craig Jacksons Twin cylinder Lake Goldsmith resident machine.



Andrew Johnsons Super Sentinel from Ballarat (below left) and Bob Buttrims Standard Sentinel from South Australia Join the Clayton and Shuttleworth wagon and the



Fowler traction engine on the arena.



The clubs new Marquee was home to this collection of Kerosene burners of all sizes, and the Founders Building featured, amongst other things, this collection of Tractor printed coffee mugs for sale.



The Military Vehicle Collectors are always a welcome and popular attraction.

SHENANDOAH CREW

For the 109th Rally the Shenandoah crew (see edition 139 page 4 for some history of the group and the ship) demonstrated a different piece of early American Muzzle Loading Black Powder Field Artillery.

Last November they demonstrated an M1841 Mountain Howitzer used in the American Civil War. In May they demonstrated their 12pdr “Dahlgren” Confederate Naval Howitzer. This gun is mounted on a field carriage; it has a 4” bore, and used 20 lb charge of black powder.



They had a display of memorabilia in the Founders building, and ran demonstrations of the sequenced loading and firing technique. The following sequence of pictures, which included a well timed photo of the moment of discharge, and the ear protecting action of the Gunner, was supplied by Eva’s Gallery.



For those who missed these demonstrations (if you were there you must have heard it), the “Shenandoah Crew” will be back in action at the John Deere Rally in November . This immaculate miniature Case Traction Engine is a regular sight at Lake Goldsmith and it is a popular attraction as it tours around the roads and displays at Rallytime.





A tour of the displays in the quadrangle is made more pleasant by the background music provided at times by the Beaufort Band, but mostly by Des Lang's fairground organ, which adds some fascinating action from the various instruments on board.



M.S.T.E.C.			
BARTRAM			
Petrol Engine			
Maker	Ronaldson & Tippet		
Place	Ballarat		
Type	N	hp	rpm
Date	cc 1950 's		
History	Drove milking machine at lake Bullen Merri.		
Carby and Magneto missing when acquired			
Converted to LPG and Electronic Ignition using newer technology			
Now runs much better than new			
Owner	Warwick Bryce		

This Ronaldson Tippet N type motor is the smoothest running that I have ever heard. It runs of LPG using a regulator allowing it to draw fuel under manifold vacuum in the simple mixer body. The magneto was missing and an electronic ignition has been installed to provide a powerful spark. This engine was a real drawcard, as was the

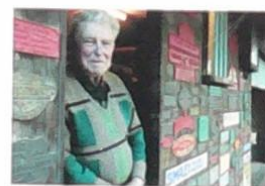


Jacobs Radial engine on the left which spent its life crop dusting. Thanks to Warwick Bryce for both of these exhibits.



Austral Otis Name Plate from
the original Steam Roller
purchased by the former
Ripon Shire 1915.

From the collection of the late David S. Boyle



David S. Boyle, "Arcoona" Lake Goldsmith.

The above name plate from the Ripon Shires 1915 Austral Otis Steam Roller, which was rescued by the late David Boyle when the roller was scrapped, will be displayed in John Kirkpatrick's "PIONEER SHED" (No 5), where it will join the nameplate from George Mulcahy's first traction engine, a 1910 7HP FODEN compound which is believed to be the first traction engine to arrive, in 1942, on what was to be the Lake Goldsmith Steam Preservation Association Rally Grounds. This Traction engine was previously located at Trawalla where the site is marked by a large timber block frame on the North alignment of the old Highway near the aerodrome site.

Thanks to Shirley Boyle on the left in the top photo, and her niece, Kara Rickards on the right who were at the 109th Rally to deliver this piece of Pyrenees steam history.

T.O.M.M. magazine No 187 has an article by Peter Evans on page 2 bottom right and page 3 left feature the Shire of Ripon Austral Otis Roller.

Also from Shirley, in the Beaufort Historical Society Newsletter, quoting some extracts from the Riponshire Advocate 101 years ago, reporting that the Beaufort 2nd unit and other soldiers from the Beaufort Camp were given a send off at the Beaufort Station when they left by train to go to the Front with the 39th Battalion who had been home on leave. It was also reported that 179 volunteers from the local district had enlisted for service in 19 weeks.

It is amazing how many volunteered for service from a district where grazing on large stations had only commenced in 1838, and Ripon Shire was proclaimed in 1863,

On May 17 1916, the Shire of Ripon invited applications from persons qualified to drive a steam roller at the wage of 11/6 per day.

On April 7 it was reported that Mr J A Bates received the appointment

On Feb 3 1917 the steam roller was engaged in rolling several sections of repaired road in the town greatly improving the rough patches.

100 years later the nameplate of the Roller arrived at Lake Goldsmith.

Also in Jan 1917, it was reported that a Daylight Savings Scheme came into operation, And on Jan 13, 12 residents and Landholders attended a meeting at the Shire Hall to reorganise the:- **BEAUFORT VOLUNTEERS BUSH FIRE BRIGADE.**

These early groups were the forerunners of one of the most successful volunteer fire fighting organisations in the world, the Country Fire Authority, with around 60 000 members in the State of Victoria. It is hoped that this service survives intact and remains an independent and effective community service. The local Lake Goldsmith CFA is adjacent to our Rally Grounds, and their members are involved in our events. When you visit our Rally's, you are also helping to support this group who protect the area well.

Before we leave the Steam Rollers and Traction engines this picture at Scobie's Corner is a great sight to anyone with a love of steam and Heritage machinery in general





The Lykamobile is an ideal way to get around the Rally ground, and the Blacksmiths shop is a warm spot on a cool day. For others it is handy to take your own seat to a rally.

AROUND THE NET

For the 100th Rally we had a SteamPunk show, it seems that some maintain the illusion.



Others it seems take reality to extremes as the crew in this Jeep try for a short flight to demonstrate the jeeps range of wheel movement.

Before we end edition 142 we will follow up with a trip Back to Beaufort and the Beaufort Goods Shed.

THE SHOW THAT NEVER WAS

In the last edition of Goldsmith we included a promotion sheet for the upcoming “Back to Beaufort Day”, which, due to a range of unexpected circumstances had to be cancelled, as readers of the email edition were notified by the cancellation note.

To avoid disappointing anyone who missed all the cancellation calls, it was decided to keep a presence and load up some new exhibits and rearrange some floor space.

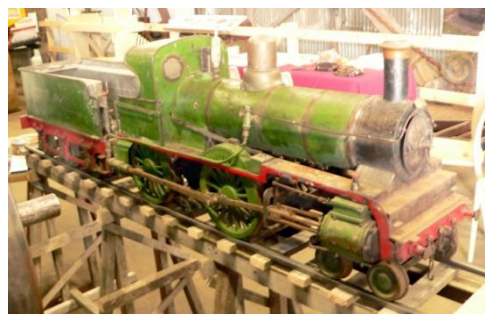
The precaution was well worth it as over 50 visitors arrived during the day, and some interesting gear turned up outside.

The Beaufort Goods Shed (now No 83 on our Rally Program) project has been supervised by Ron and Linda Harris, with help from Graeme Tomkins , Carol Hutchings and others who have turned this area and shed into a very useful open display area with a shed packed with machinery and local history memorabilia.

The external tracks that were relayed as part of the site renovation now have a flat top railway freight truck, and inside, a 2 axle freight truck has been used to mount the 1870's Vintage Railway Carriage recovered by Ron Harris from a back yard in Ballarat (See Goldsmith No132 June 2015 for details). This carriage has now been turned into a small theatrette for continuous running historic displays or special events



It is interesting to see how tiny these carriages were, and how their reduced size made for a cosy atmosphere ideal for taking a nostalgic picture tour through the areas past.



The displays in the shed include a lot of local historic photos, and in sympathy with the shed's background as a Railway Freight Depot, an increasing amount of railway based

exhibits and pictures are being included, such as these lights, Trolley and Rail Jack.





Outside there is a lot of room to organise events, although the lack of fences makes it difficult to run events were Gates would be handy for visitor access. However it is an excellent hard packed park for heavy vehicles & three entry points provide good access.



This 1929 Austin 7 "Chummy" travelled up from Colac, and a horse drawn Bread Van arrived from South Australia on its way to Lake Goldsmith where it will join Graeme



Tomkins collection. The Chev truck and tractor arrived from Avoca and the 2.5 litre Daimler V8 and 1949 Studebaker truck were a complete surprise on the day.



Michael Franc's Spencer Carter & Co portable is a rare one, and it was on its way North for a boiler rebuild. At the end of the day Phil Hayes loaded his Stanley powered steamer for the trip home, and the open sign was put away until the next event. This broke the ice for a "Back to Beaufort Day" and we look forward to the next.

This brings us to the end of Edition 142, the next edition in August will only be available by email or download from the website. October will be in print and email.

The President, Committee and members thank those who visited the for mentioned events, and the Editor wishes to thank those who contributed so many photos. Ed.