

Goldsmith

The Pyrenees Heritage Preservation Magazine

Feature Supplement of the Goldsmith Gazette

October 2014 No 129B

Lake Goldsmith Steam Preservation Association Inc

Registration No:- A0032895



William Adams



NOVEMBER 1 & 2

The Association, William Adams and Caterpillar® Present

THE CATERPILLAR® RALLY

At Lake Goldsmith Rally Grounds

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



The Holt 75 Road Train on its 120 Mile trip to the rail terminal at Bourke

100 years ago in 1914

The First HOLT 75 Caterpillar to arrive in Australia made its first Road Train trip taking wool from Kallara Station on the West Bank of the Darling River to the Rail Terminal at Bourke in Western New South Wales.

100 years later in 2014

You can see this Tractor at the 104th Lake Goldsmith Spring Rally
And if you read on you can follow the story of its recovery and restoration
by the Williamson family commencing on part 129A of this magazine.

The president, committee and members of the Lake Goldsmith Steam Preservation Association hope that you enjoy this edition of Goldsmith and look forward to your patronage at the forthcoming Rally on November the 1st & 2nd

The Theme for this Rally is Caterpillar®

This US based manufacturer produces an enormous variety of mobile machinery
(see www.cat.com/en_us/products/new/equipment.html)

This Rally is supported by William Adams & Caterpillar

(www.williamadams.com.au/pages/home.aspx)
(www.caterpillar.com)

who will be displaying some of their historic collection and a range of new equipment at the November Rally at the Lake Goldsmith Rally Grounds

**Steam and Internal Combustion
machinery displays by associated clubs and exhibitors
Founders and 60 or so members sheds
Food and Product vendors
Will all be there too**

Find us on the net at

www.lakegoldsmithsteamrally.org.au

Or contact us at

info@lakegoldsmithsteamrally.org.au

Or contact the editor:- if you have a story of interest, or wish to
Register to receive the bi-monthly Goldsmith e-magazine
goldsmithgazet@optusnet.com.au or Ph 0425 744 052

or write to us at:-

The Secretary P.O. 21 Beaufort Vic. 3373

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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Lake Goldsmith's Founding Roller

In the Member section of the August Gazette it was announced that John Franc's Aveling & Porter Steam Roller would be the first vehicle on the Association's Red plate Scheme. This event was timed to allow the Roller to be the lead vehicle at the opening ceremony of the renovated Beaufort Railway Goods Shed and Station complex on the 3rd of October 2014.

The Station Complex buildings will be the Beaufort Home of the Pyrenees Arts Council, and the Goods Shed will be the Association's window to tourism in the heart of Beaufort's Heritage Precinct.



1926 Aveling & Porter Roller No 11149 before the Rebuild

This Roller is a foundation exhibit in the History of the Lake Goldsmith Steam Preservation Association as it was one of two steam vehicles that met at Poverty Point on what was to become the first Rally of the Association which will featured in a future edition of the Gazette.

We are fortunate that Josh Franc, had put together a history of this roller which we are able to include in this edition, so now it is over to Josh.

Hi,

My name is Josh Franc, I am 14 years old, and I live in Beaufort, Victoria. I have written some of the history of my Dad's Aveling and Porter road roller.

The Aveling and Porter Steam Road Roller, no 11149, from Rochester, Kent, England, was made in 1926 and came to Australia as built. It was shipped to Melbourne, where it worked for the Oakleigh City Council for about 30 years.

It came up for Tender around 1958 and my Great Uncle, Tom Mulcahy of Lake Goldsmith put an offer in. He didn't hear the outcome until 6 months later when, on a trip to Melbourne, he dropped into the Oakleigh Shire Depot to see who had got the roller, he was told that he was the successful tenderer. He went to have a look, and it was lit up for him.

The Road Roller was transported to Ballarat and together with Lin Bruty's Fowler Traction Engine they had a steam up day near Haddon, not far from Ballarat. The following year the engines were steamed up at Lin Bruty's property at Mount Emu. The Aveling then went to Tom's brother George Mulcahy's property, where more steam ups were held. Then the steamups moved over the road to the current Lake Goldsmith Rally site.

The Aveling ran until the 1970's when it needed retubing. It sat for a few years in the original engine shed until it was taken across the road for the retube and a general overhaul.

It then attended rallies until the early 1990's when Crown stays were required. After this my Dad would look after it, getting it ready for boiler inspections and steaming it on regular occasions.

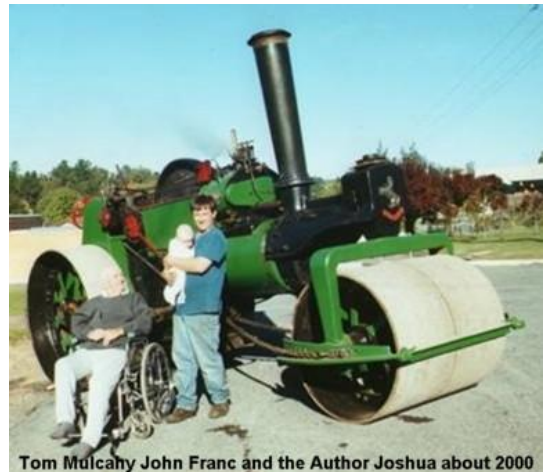
On 23/12 1992, Tom Mulcahy gave the engine to Dad who ran it for around 10 years, by which stage I was 3 years old.

The Roller was pulled apart to replace all the side firebox stays, but as everything came off it was found to be quite worn. Over the next ten years Dad had the water pump rebuilt, 2 gears, bearings for the third shaft, and numerous parts, like oil cups and new pins made for the radius arms were made.

Dad also cleaned the oily parts by filling a 44 gallon



A & P roller gets ready for a new smokebox



Tom Mulcahy John Franc and the Author Joshua about 2000

drum with water and caustic powder and lighting a fire under the drum and boiling the parts to remove the oil. It worked really well but Mum didn't like a big drum of boiling water cooking away in the backyard! Dad also had an old wheelie bin with water and baking soda and old jumper leads going from the part to a car battery. It removed all the rust very well.

Dad had the stays turned by Bill Kerr, and these were fitted with the help of Dad's friend Glenn Parkhill. After this was done I organised a surprise Birthday for Dad with a few of his friends. Glenn, Phyll Thorn and Andrew and Chris Johnson came and helped remove the Front Roller Headstock. The old smokebox was then cut off and a new one fitted. The rest of the stays were done and Dad was very surprised by his birthday present.

Dad was trying to get it ready for the 100th Lake Goldsmith Steam Rally, and whilst putting the third shaft in, he tore his hand open. It could not be stitched so it was glued instead, which put a stop to finishing it until after the 100th rally.

After a few weeks the crankshaft and flywheel were fitted, then, while I was at school one day Andrew Johnson and Dad fitted the wheels and they wheeled it out to surprise me. I almost hit the back gate with my bike when I saw it. The Roller was now inspected and it was decided to replace the backhead stays rather than back of the pressure, which meant that the tender had to come off, and that needed heavy lifting gear, which meant that Dad could not do it at home. It was decided to finish it off for the 101st Lake Goldsmith Rally in May 2013.

It was trucked out on the Saturday of the Rally at 12.30PM. I filled it with water and lit its first fire in Ten Years. We got steam up slowly without problems, and by evening we were driving around.

Dad and I drove it around the Rally Ground and everyone that we saw was pleased to see it running again.

Dad reckons the only way to get me off the engine was to use a crowbar.

In the middle of the school holidays we organised a day to have a play on the Roller for a whole day of nonstop fun. Just before the November rally we also put the Cladding sheet on the high pressure side of the Cylinder and some other parts. On the Friday of the November Rally the Roller was out on the arena waiting to have a fire in it. One of my school teachers asked me why I was not at school, and I said "Because I am here".

On the first day of the rally, I got up at 6.30 am and put a fire in the Roller, and by 8.30 we had pressure in the boiler. On the Grand Parade we all lined up the Steam Engines and blew the whistles. Later that night, we stayed



up with friends and family with the roller ticking over and the fire going. I got to bed at 11.30 PM and was up again at 6.30 am and put a fire in the boiler. We drove the roller around the Rally Ground for the weekend until late in the evening. After the November Rally it was put in the Scobie Brothers shed at the Rally Grounds in readiness for the back head stay replacement. In January Dad started grinding back the old stayheads, then on the 11th of Feb it was low loaded into Ballarat where the rear wheels and axle, some gears and the tender were taken off. After four weeks the work was finished and all back together.

We worked on it for 8 full days. Day 1 & 2 the wheels axle bull gear and tender came out. Day 3, drill the stays out, day 4 cut the stays out with oxy and tap holes. Day 5 put new stays in. Day 6 & 7 fit axles, gear and tender. Day 8 last but not least, fit the big heavy wheels.



Two weeks before the May 2014 Lake Goldsmith Steam Rally it was put on Andrew Johnsons Truck and brought back and we steamed it up the next day.

The next job to be done was the roof.

After the 103rd Lake Goldsmith Rally, Dad and his friend Steve Harris took the old roof, which Dad had taken of the Roller years ago, to Steve's house where it was pulled to bits and a piece of sheeting was taken to Greg Harris Sheet metal to have 4 new roof sheets rolled. While this was getting done the frame, as sanded back, repaired and painted.

The roof sheets were finished a few weeks later and Steve fitted them up on the floor in his shed. When he was happy it was unbolted and taken to Lake Goldsmith and bolted to the Roller and the roof sheets were bolted to the frame. There are over 150 bolts holding the roof on.

We waited for a good day when Dad had the day off at the same time to steam the roller. I went to the rally grounds after school, and the fire was already going. We went for a trundle around the Rally grounds in the evening, and stayed at the Rally Ground overnight in the Travelling Hut. In the morning I was up at 5.55am and a good fire was going at 6.05am and by seven we just had pressure in the boiler. We were going all around the Rally Ground Roads, but since the roof is back on it is very noisy, especially in second gear, and the whistle echoed with the roof on.

By the end of the day we put the roller back in the shed, gave it a clean, packed up and went home.
Joshua Franc

Thanks Josh for putting this story together, and to John and family for their efforts in keeping this important part of Lake Goldsmith Founders History as a working display. Ed.

It's not often that it gets this good
A FABULOUS WEEK IN TASMANIA

Feb 27 – March 9 - 2015

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



Chris Martin and Judy MacKenzie of Redwater Creek Steam & Heritage Society have sent have sent over an itinerary for the events and the tour. If you are interested in the tour, bookings close on Dec31

As we expect that many readers will be at the National Rally, this is a good way to fill in a few days before the Steamfest Rally at Sheffield.

Great Rail Experiences Tasmania Tour 2015

Tasmania is one of Australia's great heritage playgrounds, and an epicentre for heritage rail experiences.

A collaboration between the island state's heritage rail groups has provided the nation's rail enthusiasts with an unprecedented opportunity to experience our world-unique heritage attractions.

The Great Rail Experiences Tasmania tour 2015 will enable participants to indulge in Tasmania's world-famous food and scenery while experiencing our railways and steam era heritage.

This week long tour will be bookended on one end by the biggest heritage machinery event on the Australian calendar – The National Historic Machinery Rally, at Quercus Park near Launceston from February 27 to March 1st and at the end of the week by the largest steam gathering on the Tasmanian calendar –the 21st Anniversary of SteamFest at the picturesque:-

**Town of Murals-Sheffield on March 7-9
And Australia's Tidiest Town Award for 2014**



The week between will feature a journey through a century of rail and steam heritage, crossing some of the world's most spectacular scenery, and getting close enough to touch our convict heritage.

Captain of the tour will be the charismatic font of knowledge, Tony Coen, known to many in the steam scene as the former Tasmanian representative on the Association of Tourist and Heritage Railways of Australia. His knowledge of Tasmania's rail History has proved to be among the most popular elements of past SteamFest Tasmanian Railway tours.

TOUR ITINERARY 28 FEB - 9 MAR 2015

1 LAUNCESTON

Launceston Airport—ice-breaker tour along the Tamar River— Beaconsfield Gold Mining and Low Head Maritime Museums.

1 LAUNCESTON TO 2 HOBART

15th National Historical Machinery Association Rally at Quercus Park—Heritage Highway coach tour stopping at colonial towns to Hobart.

2 HOBART TO 3 IDA BAY RAILWAY

Op.1: Hobart sight seeing—museums—Mona.
Op.2: Day excursion to Geeveston Forestry Centre—Hastings Caves—Ida Bay Railway.

2 HOBART TO 4 PORT ARTHUR

Op.1: Hobart—Port Arthur for 10:30am tour, lunch and cruise—Tas Transport Museum.
Op.2: Mona cruise—Tas Transport Museum.

2 HOBART TO 5 QUEENSTOWN

Hobart—Derwent Valley Railway depot—Rail Track Riders—Tarraleah—Derwent Bridge.

5 QUEENSTOWN TO 6 STRAHAN

Op.1: West Coast Wilderness Railway.
Op.2: Mt Lyell surface tours—
Lake Margaret Hydro-Electric Power Station.
Both: West Coast Pioneers Museum.

6 STRAHAN

Free Day with option of taking cruise to Gordon River and Sarah Island.

6 STRAHAN TO 7 DEVONPORT

West Coast Wilderness Railway—Wee Georgie Wood at Tullah—Devonport.

7 DEVONPORT TO 8 SHEFFIELD

Don River Railway—SteamFest at Sheffield.

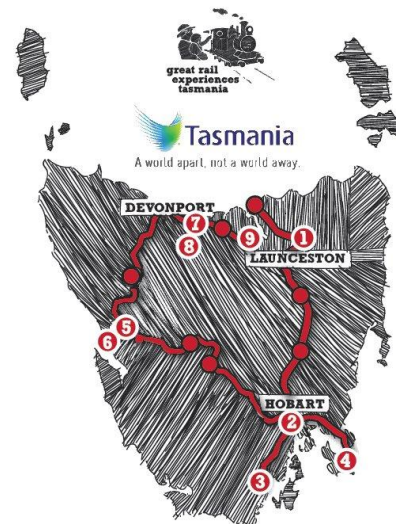
7 DEVONPORT TO 9 LAUNCESTON

Pearn's Steam World via Deloraine—
Launceston—Tramway Museum—Railway Workshops Museum—Gala Dinner.

Queries or Expressions of interest, contact:
tour@greatrailexperiencetasmania.com.au

Download the Tour Brochure from:
www.greatrailexperiencetasmania.com.au

Bookings close 31 December 2014.



Day 7 (Sunday March 8th) brings you into the middle of SteamFest 2015 at Sheffield which runs from the 7th to the 9th of March. The 2' gauge railway and its Krauss Locomotive and the Traction Engines and Rollers are highlights of the steam and heritage machinery on display.





For more details on the tour go to www.athra.asn.au , or call 0458 190 591,
or email tour@redwater.org.au

for more detail on each of the individual experiences, go to:-

www.greatrailexperiencestasmania.com.au

Tour Bookings close December 31 2014

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

WINGS AND WHEELS MARYBOROUGH SEPTEMBER Vic. 2014

For those who could not get to Maryborough for the Wings and Wheels weekend, David Bucknall has sent in some pictures to let you know what you missed. The Maryborough Historic Vehicle Club, the Austin Seven club and the Old Aviators Flying Museum combined to put on a well supported show.



A large field of cars made a fine line up in front of the Maryborough Station at the Wings and Wheels





Thanks David for the pictures that give a good idea of the variety of machinery on display.

MELBOURNE STEAM TRACTION ENGINE CLUB'S **ROAD MAKING DISPLAY DAY**

The road making on the 28th of September had a good turnout. As luck would have it Mother Nature turned on a warm Sunday and a breeze to blow the dust away. As well as the earthworks Bigfoot had a walk and the 12" gauge Steam train provided a lot of fun for young and old.

Warwick Bryce used his Oliver to take the Britstand Grader for a spin around the parade ground, and then the Stuart Tank got a work out for a change of pace.



APOLO GY:-

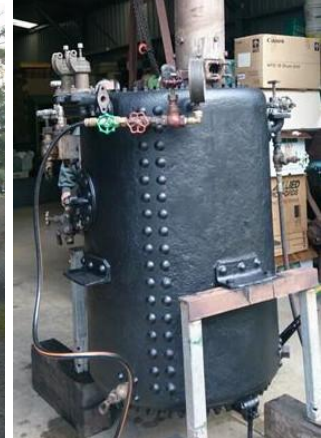
The last edition of Goldsmith had a feature on Andrew Provan's Foden Colonial Traction engine. Unfortunately I misplaced a sheet of notes, and amongst a few other things I missed passing on Andrews thanks to:- Adam Black, Brad Treadwell, Jeff Hall, Neil Brinsmead, Chris Gibbs and Phoenix Piston Rings for their help and assistance in the restoration.

Super Sentinel back in Action

A few pictures just cam in from Karen Clark Paul and Emily Super Sentinel No 5322 was back in Steam in September. You can see it in action on Youtube

<https://www.youtube.com/watch?v=ULVlq-WaU-A>

& https://www.youtube.com/watch?v=aB_kLav_5DI enjoy the action & thanks Paul & Karen



BEAUFORT RAILWAY GOODS SHED & STATION OPENING

October 3 2014 @ 2PM

Perfect weather and an enthusiastic crowd helped make this opening a memorable day.

Victrac, who had made the restoration possible, and coordinated the project were on hand again to transfer occupancy to the Pyrenees Shire, and open the station complex to the Pyrenees Arts Council and the Goods Shed area to the Lake Goldsmith Steam Preservation Association



The ceremonies get under way at the entrance to the Pyrenees Arts Council' new Gallery.

David O'Brien, MP, the member for Western Victoria opened the ceremonies to introduce the refurbished Beaufort Station and Goods shed buildings to the community and the new tenants.

The buildings were refurbished under the State Governments Community Use of Vacant Rail Buildings Program. This program helps preserve our Historic Buildings, and provides space for community interest groups. David was associated with our district during the flood recovery works and thanked all those involved for their assistance at that time, and all those who got together to save

the Goods shed which had been destined for demolition, and the Station Complex which has now become an art Gallery.

These buildings are now community assets in the Beaufort Heritage Precinct.



David O'Brien MP for Western Victoria Region opens the ceremonies



Merv Roxborough

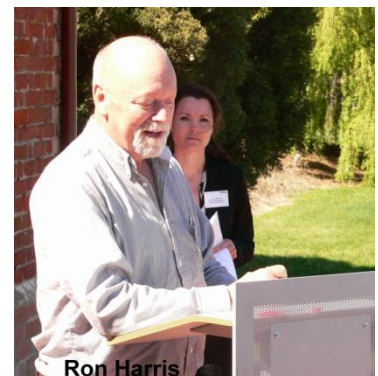
All spoke of the benefits that this development will have for the community and the reactivation of an area that had fallen on quiet times in recent years. The Save the Goods Shed committee, the Pyrenees Shire, Victrak and the Government were all thanked for their respective parts in finalising this project.

Heather Featherstone of the Pyrenees Arts committee and Ron Harris of the Lake Goldsmith Steam Preservation Association passed on their thanks to all involved and outlined their future expectations.

The Arts Council had their Gallery set out with a selection of works, a selection of which is set out below.



Heather Featherstone



Ron Harris

I must confess to a biased selection, but it is nice to see that our interests are shared by others

Now we can cross the rails to the Goods Shed where Victrak

had arranged afternoon tea for all, and Ron Harris and his team had organised a static display inside the Goods Shed and a Working Steam display outside



Afternoon Tea gets under way in the Goods Shed Museum



Ron Harris's Chev truck in the Goods Shed at the opening on 3 10 2014



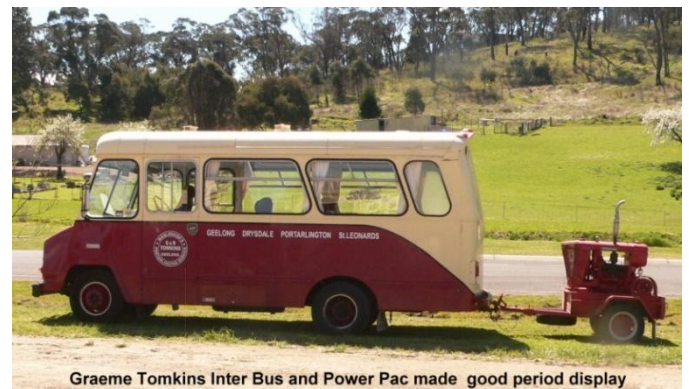
Mark Hutchings Inter is back in the shed where it first arrived when it was delivered to Beaufort



Some scenes inside the shed. Ron and his team have done a great job getting this display ready. All of the pieces on display had to be freighted in and offloaded from trucks by hand, except for the Lloyds Foster rail crane and Phil Hayes Portable, which needed a Crane and Mark Hutchings Float.

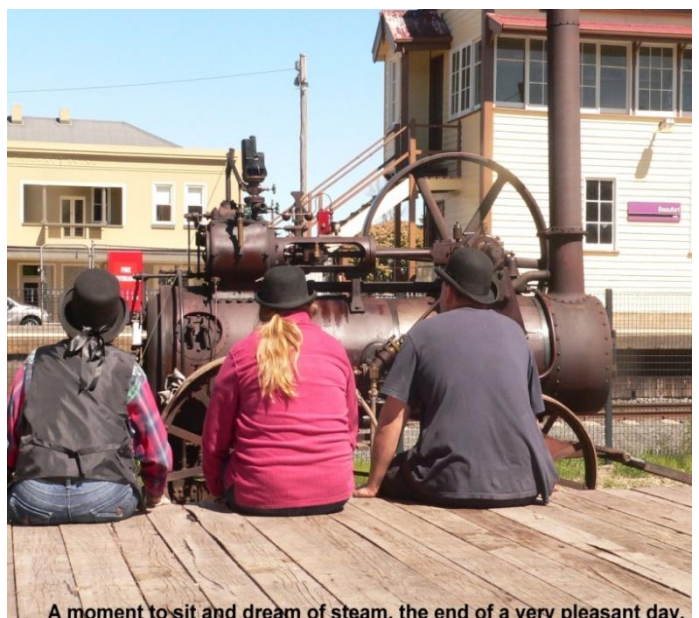


Merv & Sharon Roxborough set the scene back to the late 1940's with their Ford Mercury Sedan, and Ron Harris's model A Ford goes back 20 years more. This A is in original condition and Ron imported it recently as is. This car is worth a look, after about 85 years it is in amazing condition.



This brings us to the end of this Gazette and look forward to the Rally on Nov 1 & 2. I would like to thank all of you who have contributed to this edition, and hope that you all find something of interest. Neils list and the shoebox picture missed out, I just ran out of room,

Thanks to all Brian Smith Ed.



Some days are made to just sit around and enjoy.



Andrew Johnson's 1925 Sentinel & John Franc's 1926 Aveling & Porter Roller at the opening of the Beaufort Heritage precinct Rail buildings opening 2 10 2014

Two Steamers were back on the Road for this Rally. Andrew Johnson from Ballarat had his Sentinel on its first outing after a long spell, and John Franc had the Aveling & Porter Roller on its first road run since its recent overhaul. Both provided plenty of Steam Whistle for the event.



David Atkinson fires up the Wallis & Stevens for the Beaufort Goods Shed opening 3 10 2014

Phil Hayes prepares his 7HP Marshall Portable and David Atkinson readies the Wallis & Stevens.



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