



William Adams



The Pyrenees Heritage Preservation
Magazine

Goldsmith

No 146 February & April 2018

Lake Goldsmith Steam Preservation Association Inc

Registration No:- A0032895

Rally Grounds:-

1234 Lake Goldsmith-Carngham Road

Lake Goldsmith Vic. 3373

Next Rally

**LAKE GOLDSMITH
AUTUMN RALLY**

No 111 May 5 & 6 2018

Highlight Theme:-

**Vintage Fire Appliances
& a Salute to the CFA**

PYRENEES
SHIRE



Fire has been our friend and foe. When things went wrong horses and steam changed the odds and ushered in a new era of firefighting.

Editors Overview

Hello Readers.

Welcome to Goldsmith 146 which combines the February and April editions.

The 111th Rally is coming up fast and we are looking forward to an interesting turnout of vintage firefighting gear and some vehicles that represent the motorised age of Firefighting which evolved into an effective force in our communities.

Along with the equipment, the organisations that fight our fires have evolved into efficient mobile forces that combine state based services with community supported volunteer groups.

This edition starts off with look at the early days of powered firefighting which started in the 1829 and follows it through to the Tankers, Pumpers and specialised vehicles that are in use today. The range of equipment used over this near 190 year period is staggering and only a small sample has been included. The June edition will continue on the fire theme and cover our local

Lake Goldsmith CFA Brigade and the Fire Service Museum, both of whom will be displaying equipment at the rally.

Many firefighting and rescue vehicles are built by SEM Fire & Rescue in Ballarat. For this Rally the CFA have released a new Pumper from the factory for the period of the Rally, This vehicle will be in the care of our Local CFA unit.

On page 17 the background of the CFA which evolved from the earlier Bush Fire Brigades and the Country Fire Brigade Boards which operated from 1890 to 1944 when the Country Fire Authority was formed following serious fires from 1939 to 1944. Our local CFA brigaded started in 1905 and celebrated its Centenary in 2005. The Brigade has allowed us to publish a copy of their booklet on their first Century.

Also featured in this edition on page 26 is the Melbourne Steam Traction Engine Club's "Steamfest 2018" where good weather allowed a good turnout of visitors to see a broad spectrum of mobile machinery and their ever expanding collection of fixed exhibits, including the start of their Willans 3 cylinder Diesel.

On page 29 we feature another Tuxford portable engine on show at Booleroo in South Australia. This engine is an unusual combination of a Tuxford engine from around 1880 which was reboilered on a Roberts Oval Fire box boiler around 1920.

On page 30 John Kirkpatrick's 1918 Waterloo Boy Tractor was on display at Cervus's 100 year birthday celebration of John Deere Tractors in Ballarat.

The Evans Family collection of early and unusual pedal power machines will again be on display and parade for the 111th Rally on May 5 & 6. Robin and Pat have extend an invitation to other vintage bicycle collectors to join them on their parades around the Arena. These bicycles are a popular feature at these events.

The Shenandoah's Crew with their window rattling display of Confederate Firepower will again be with us to get things started with a bang. These displays are well presented, and their gear is on show in the Founders building between events

The 65 display sheds with their variety of all manner of heritage displays and the John Norris Boiler House will be open and the Grand Parades of Steam and Internal combustion vehicles will all be there with bikes and Fire Engines as well.

The President, Committee and members invite all heritage machinery enthusiasts to the 11th Lake Goldsmith Rally.

A HD print quality version of Goldsmith 146 will be available from the website as usual at:-

www.lakegoldsmithsteamrally.org.au/magazine.html

Thanks to Eva's Gallery for many of the action Rally Pictures, if you would like a copy contact the editor.

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.

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

Or contact us by email info@lakegoldsmithsteamrally.org.au

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

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

To register for this "cost & obligation free" bi-monthly e-magazine

email:- goldsmithgazet@optusnet.com.au or Ph 0425 744 052

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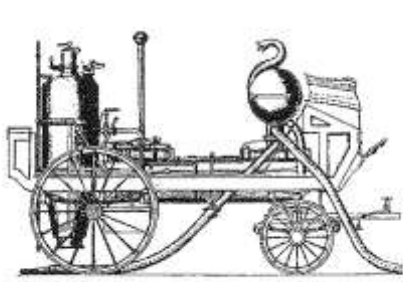
STEAM & FIRE

Using steam to fight fire is an indirect way of making fire turn on itself, and it has been with us for a long time.

In London, in 1829, John Braithwaite built the first experimental steam fire engine. Ultimately this machine, in spite of success on some major fires was destroyed by a mob in London where it appears to have been seen as a threat by the existing establishment. By 1833, in company with John Ericsson he had built 4 more. The King of Prussia ordered the first making Berlin the first European city to have a steam powered fire engine. The city of Liverpool ordered another. These fire engines worked at 35 to 45 strokes a minute, with a 7"φ piston and 16" stroke, developed about 6HP. They could force about 2 tons of water per minute 80' in the air.

They ran on Coke, combustion air was force fed and they raised steam in about 20 minutes.

Another Machine was rejected by the City of New York, who's fire services, like London saw no need for Steam powered fire engines With no commercial interest in London or New York the Fire Engine Project was abandoned. John Braithwaite temporarily returned to engineering, and later to civil and railway design.



Experimental Steam Fire Engine No 1 1829

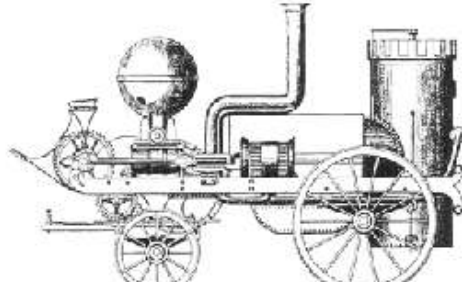
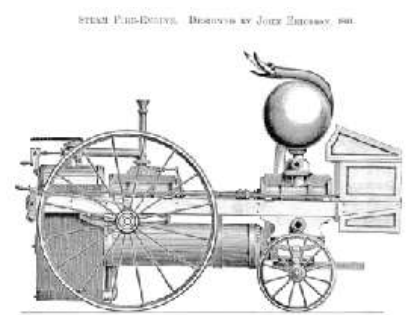
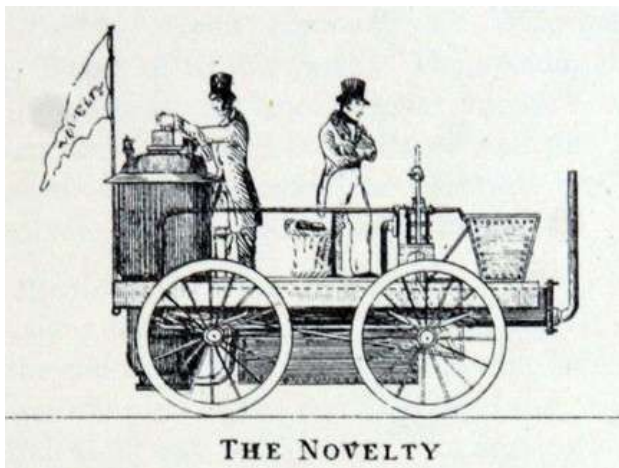


Fig. 1. Braithwaite & Ericsson's fire engine Comet for the King of Prussia.

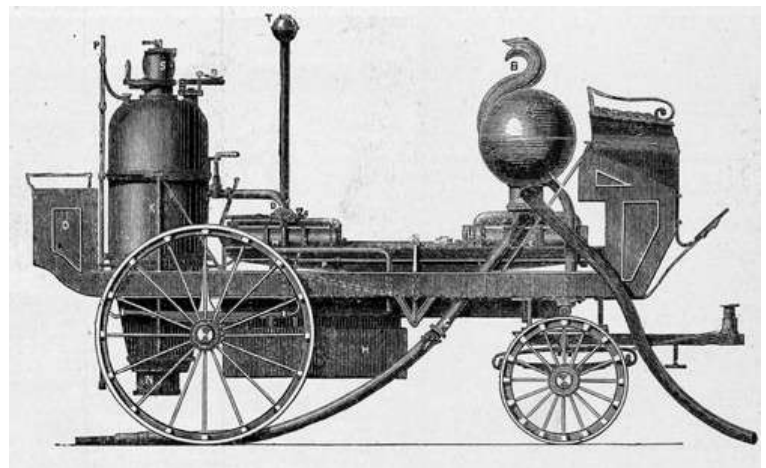
Comet fire Engine for Prussia



and the unsold New York model



The Novelty Raintree Hill Trial Locomotive



and Later small 6hp Fire Engine built by Braithwaite's

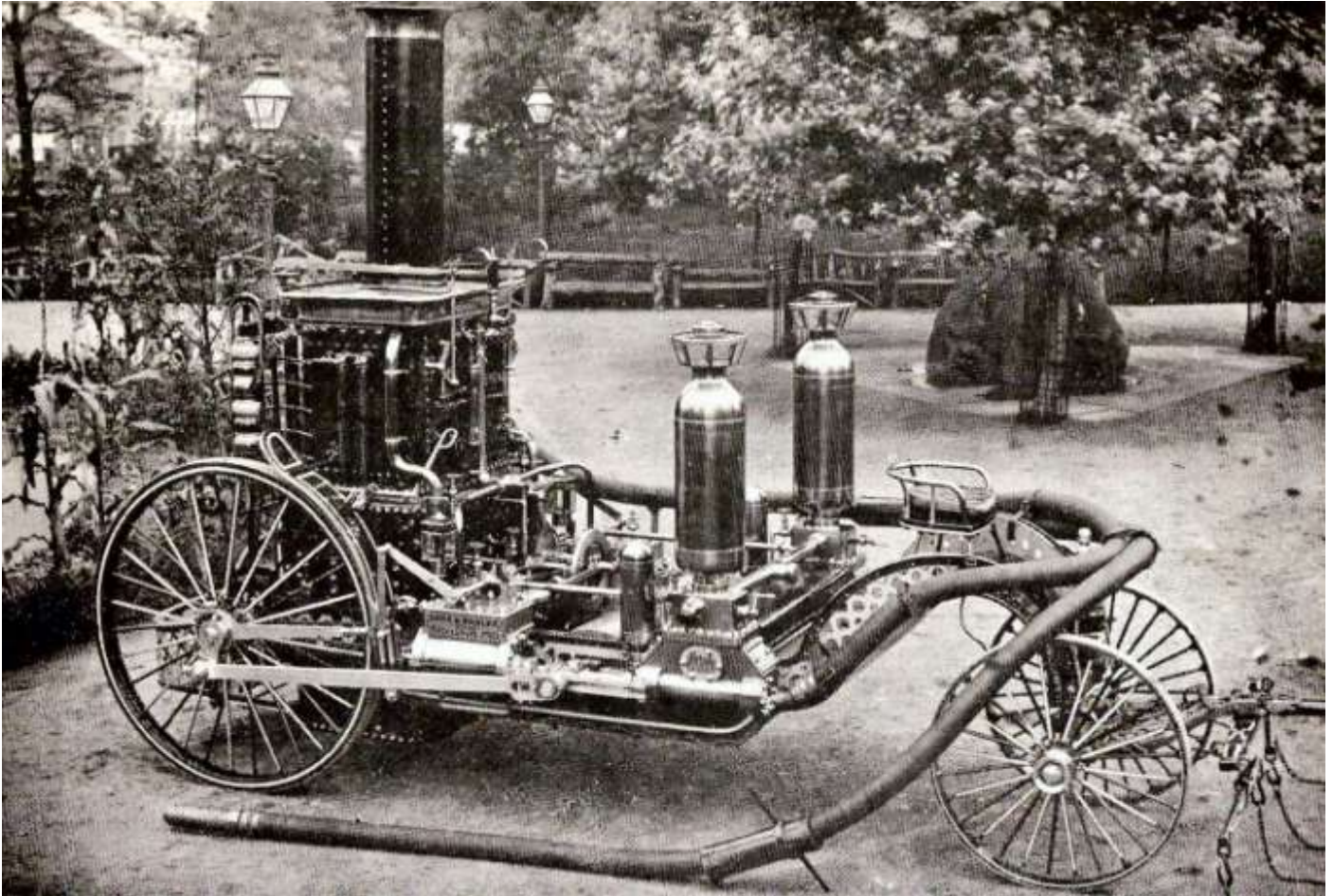
Braithwaite and Ericsson had combined their talents earlier when they entered their Locomotive "Novelty" in the 1829 Rainhill trials which were held to determine which would be the first Locomotive used on the Manchester and Liverpool railway when it opened in 1830. Stephenson's Rocket won the event, but Novelty was the fastest (at 28mph) and lightest. It was eliminated by a broken Pipe. Later Braithwaite & Ericsson built 2 Locomotives to a different design for the Manchester and Liverpool railway.

It is interesting to note the similarity in layout of the Locomotive and the experimental Fire engine above it.

It is also interesting that Liverpool was an early user of the Steam Fire Engine. Novelty was a popular entry in the trials.

For the first commercially successful steam fire engines we have to cross the Atlantic to Cincinnati in Ohio USA where in 1852 Abel Shawk, Alexander Latta and Miles Greenwood joined forces to form the A.B&E Buckeye Works to build the first machine which was ordered by the City of Cincinnati. Shawk's boiler could raise steam in 10 minutes which made a steam fire engine a real possibility. Latta used his Locomotive experience to design the pump and running gear, and Greenwood provided the factory.

A second machine was soon ordered in 1854. By 1863 the business was sold to Lane and Bodley who ran a local machine shop, and in 1868 it was sold to Chris Ahrens who was the superintendent of the plant at the time, and had started as an apprentice with the founders. The Company was renamed:- C. Ahrens & Co.



The Locomotive background shines through in the long connecting rod to the drive wheel. Without any obvious means of operator steering it is difficult to know if this is a ground drive pump an assisted drive or Jack up flywheel. The horse shaft seems to be a permanent attachment. The Shawk square boiler used on early models gave way to round ones on this 1860's 3 wheel and later 4 wheel horse drawn fire engines shown below.

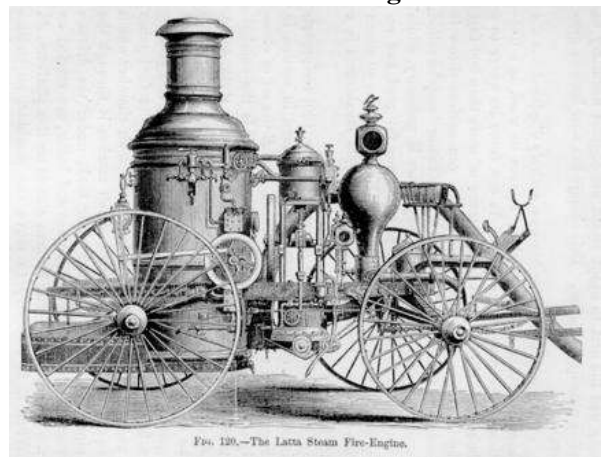


FIG. 120.—The Latta Steam Fire-Engine.



These vertical round Boilers could raise steam in 5 minutes, and were later fitted with vertical cylinders and known as uprights. They held World Records in every capability from height, range and flow. Gasoline pre heaters were added in 1877 and steam could be raised in 3 minutes.

A series of mergers with competitors came went until 1905 when the family formed "Ahrens Fire Engine Company" and introduced the "Continental" name for its fire engines. In 1910 they reorganised as:-

AHRENS-FOX FIRE ENGINE COMPANY
and 1911 saw their first petrol powered Fire Engine.



1914 saw the first Ahrens-Fox fire engine with the characteristic front mounted pumps

that remained until 1952. Their fire trucks went through a continuous series of improvements. Larger trucks used rotary and centrifugal pumps. During WW2 Fire truck production stopped while the factory was involved in war production making Lathes to bore large calibre Naval Guns.

Production resumed with a rush in 1945, when orders were so high that they refused all orders in 1949 to clear the backlog. Commercially this had the whisper effect creating uncertainty in the market, and the company was resold in 1951.

Production of new machines ceased in the 1950's. Production of spare parts continued for many years. The company survives owned by enthusiasts who still make parts for restoration. There is a lot of Ahrens-Fox history on the net, particularly for those interested company history. All up, in their day they were the third largest producer of fire engines in the US and all up produced about 900 machines. They were also innovators and held world records for all aspects of fire engine performance.



Ahrens Fox from 1922



and again in 1926



Ahren Fox from 1948



Fire Engines are not always Red as this 1948 Ahrens Fox demonstrates. This company had an important History in powered Fire Engine development. They were innovative record holders with a proud history.

On both sides of the Atlantic these pioneers of Powered Fire Fighting had strong ties to Steam Locomotive manufacture, and combined innovative fast steaming boilers with piston pumps on horse drawn wagons. These powered pumps offered improved performance over the hand powered horse drawn pumps that were in use at the time, and as buildings got higher their advantages became a necessity.



Back in London the firm
SHAND, MASON & Co.
was registered in 1850 by James Shand and Samuel Mason. The company had previously traded as Tilley and Co which was operated by their farther in law William Tilley. The firm had originally been established in 1760 when it started making fire fighting equipment.

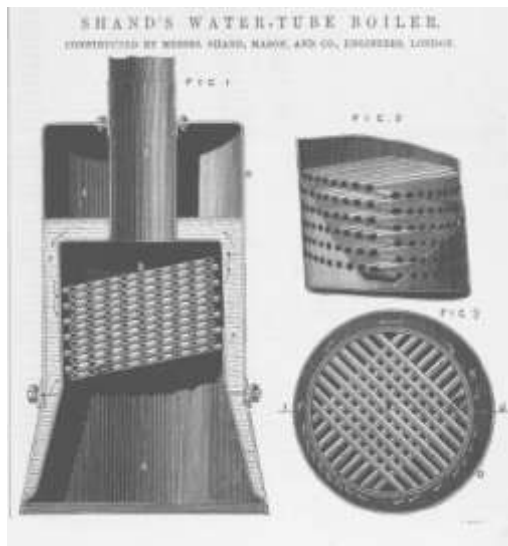
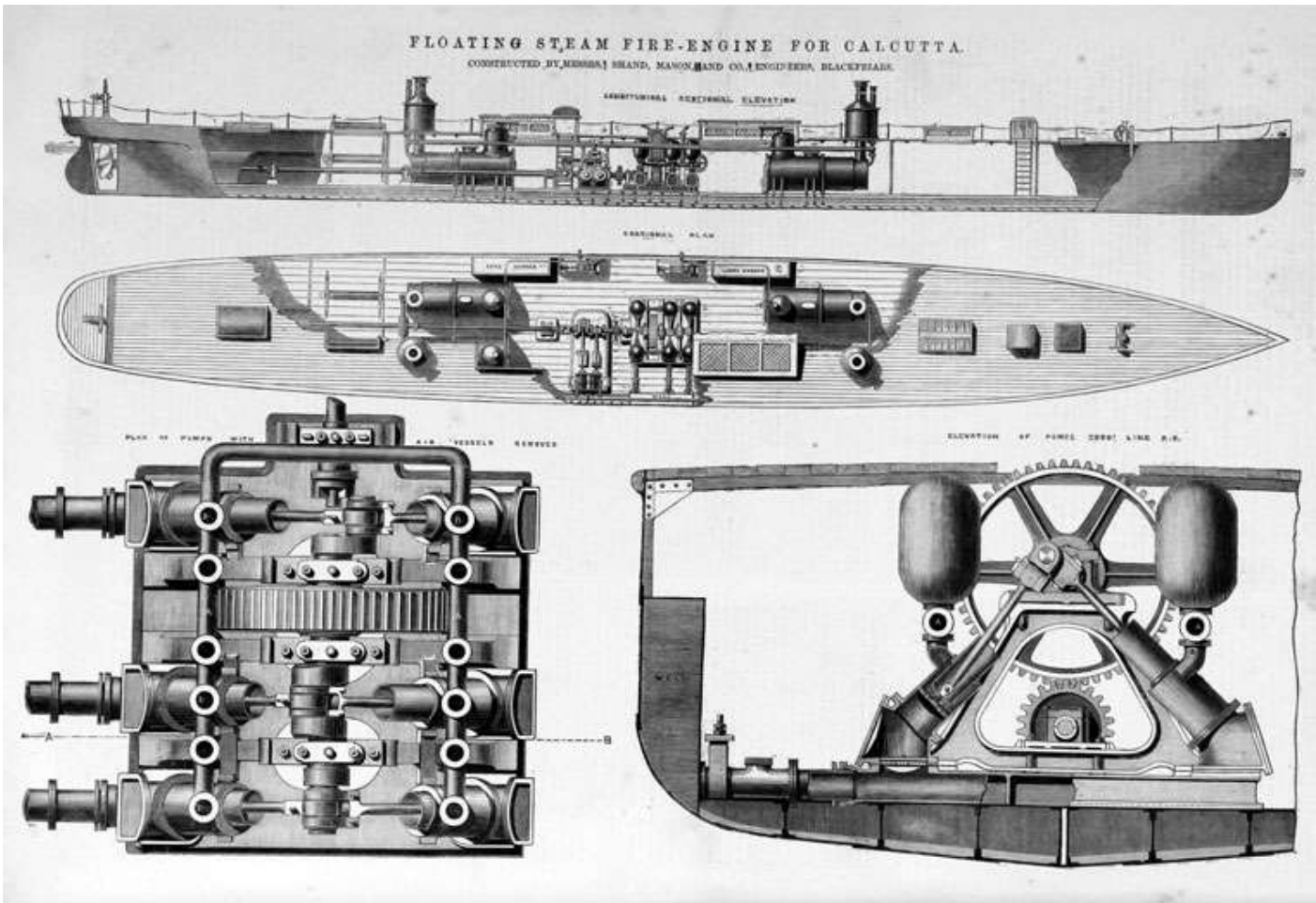
The company made hand pumped engines operated by up to 40 men as exhibited in the Great Exhibition in 1851.

The machine on the left which dates from C1850 was man powered. The timber handles on the side were lifted and fitted through the eyes visible at the end of the arm. Four or more men worked the handles up and down to operate the piston pump and supply water to the hoses. The central brass dome

contains air to cushion the pressure pulses as the piston changed direction

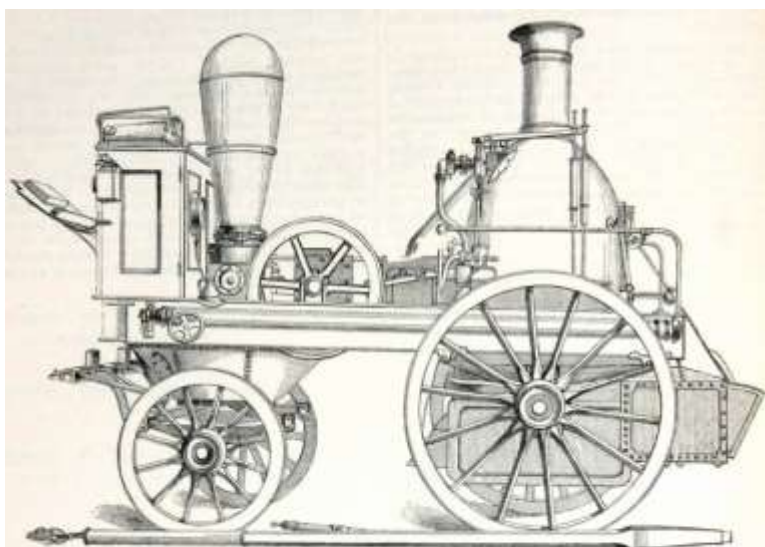
The company's first application of applying steam to firefighting came in 1852 when they were commissioned by the London Fire Brigade of the day to apply steam to the largest floating fire engines of the day which were operated by up to 120 men.

The success of this conversion was followed by the construction of a self-propelled steam floating fire engine, the first of its kind designed by James Shand. The picture below shows a later model built for Calcutta in 1867.



Shand, Mason and Co developed their first land based steam powered horse drawn fire engine in 1857. The picture on the left shows a very early version of these machines. Essential to their success was the circular boiler and firebox with a small volume of water, and the

inclined water tubes that promoted fast water circulation. These fire boxes had a grate but no ash pan. They were designed for maximum air flow only. The ash dropped on the road, and the boiler shell lifted to clean the tubes.



BRAND & MASON'S PATENT STEAM FIRE ENGINE,
as used for several years by the London Fire Engine Establishment.



THE DEFENDER

This Shand Mason Steam Pumper, "The Defender", was originally used by the Brisbane Fire Brigade from the 1880's onwards. It spent some time pumping water for a tin mine in northern N.S.W. It was then acquired by Giltrap's Auto Museum on the Queensland Gold Coast and restored to working order.

The basic design of this steamer is similar to two steam pumpers that competed against each other in the new Exhibition Grounds in Melbourne, on 6th December, 1880. This took place near the pond in the north western part of the grounds. The machines were from Shand Mason & Co and Merryweather & Sons, both of London, England.

The Shand Mason, being the more powerful pumper, won the competition. It had the capability of discharging water at the rate of 200 gallons or approximately 909 litres per minute to a height of 140 feet or about 42 metres.

The winner of the competition, The Shand Mason, was purchased by the Ballarat Fire Brigade in 1881, for 350 pounds, plus a payment of 25% import duty.

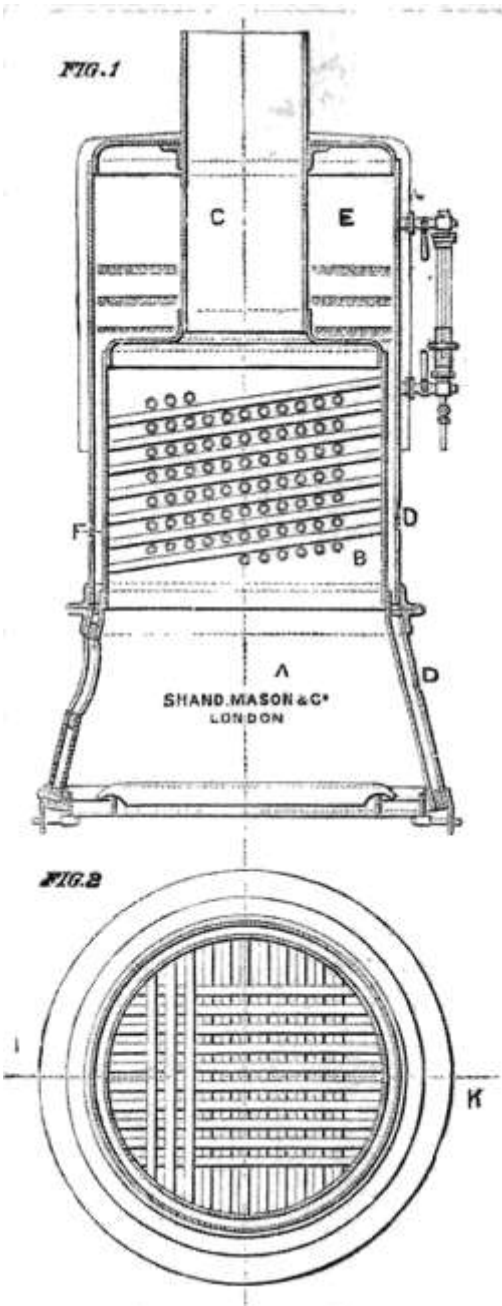
The companies steam powered fire engines improved rapidly, and they built up a string of successes. The c1870 advertisement shows that manpower was still being used.

The notes and pictures above were taken at the STEAMFEST 2018 Rally, where this Shand, Mason & Co. Steam Pumper from the 1880's was being demonstrated by members of the Fire Service Museum at Eastern Hill Fire Station in Melbourne. The notes cover the history of this machine which is similar to the machine that arrived in Ballarat in 1881. The boiler has



its own feedwater tank on the left of the operators foot “Plate” and its own coal bunker on the right. Wooden handles can be seen at the rear base of the funnel. These handles were for boiler attendant to hold onto while he got up steam on route to a fire. Presumably any ash dropped on the road along the way. If the pumper could not be located near a creek or waterhole, horse drawn water tankers would be used to ferry water to the pump and provide the operators with lucrative extra income.

These machines were drawn by 2 horses, when they arrived at the fire scene the quick release shaft was removed with the horses and moved to a safe place. The delivery hoses were stored under the fireman’s seats which were behind the driver.



Company literature shows a very similar model for AD 1879 in the engraving above as their:-

“VOLUNTEER” STEAM FIRE ENGINE

On the left is a section of their improved boiler. Water volume is down, funnel diameter is up.

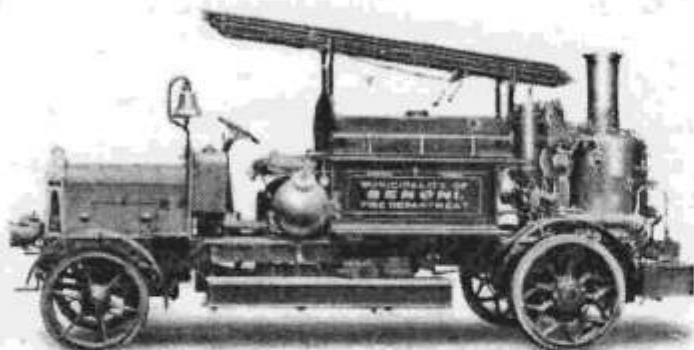
The shell and firebox are made from the “best quality selected best quality Yorkshire Iron with longitudinal seams welded and all holes drilled. The tubes are solid hard drawn brass.

“The shape of the boiler shell, while giving great strength, also gives perfect freedom for expansion when steam is being rapidly raised”

“The working pressure of Shand, Mason & Co’s engines is “125 lb on the square inch”, and the safety valves are constructed so that the engines cannot exceed this; but the boilers are proved to 250 lb. and the engines could be worked with safely to 150 lb. on the square inch.” The boilers could raise 100 psi in 6 to 7 ½ minutes

when stationary, and from 7 ½ to 10 when moving. These could be reduced if a patented “Quick Steaming Raising Apparatus” was used. This device was a hand drive fan fitted in the boiler funnel.

SOME OTHER TYPES & ADAPTATIONS of the SHAND-MASON “DOUBLE VERTICAL” Steamer.



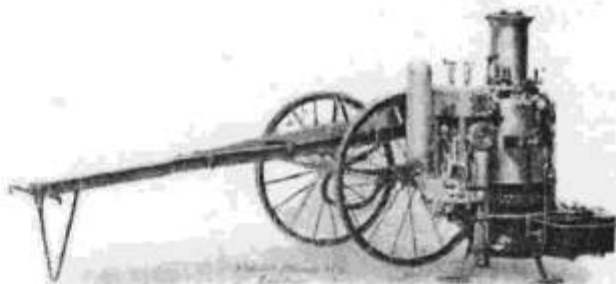
VARIABLE EXPANSION STEAMER, WITH OIL-FUEL FURNACE, FITTED AT REAR OF MOTOR CHASSIS, CARRYING ALSO FIRST-AID CHEMICAL CYLINDER AND TELESCOPIC LADDER, FORMING COMPLETE MOBILE FIRE EQUIPMENT.



ENGINE FITTED WITH EXTRA SWAY-BAR AND POLE FOR DRAUGHT BY THREE HORSES ABEAST—ADAPTED FOR USE WHERE HORSES ARE SMALL, ALSO FOR LARGE SIZE ENGINES IN HILLY DISTRICTS.



ARRANGEMENT OF ENGINE AT FRONT OF BOILER TO MEET SPECIAL REQUIREMENTS.



ENGINE ARRANGED FOR CONVEYANCE SUSPENDED ON TRUNNIONS ON TWO-WHEEL CARriage FROM WHICH IT IS LOWERED TO THE GROUND FOR WORKING. CARriage IS DESIGNED FOR HAND-DRAUGHT, BUT CAN BE FITTED WITH SHAFTS FOR HORSE.



CARRIAGE FITTED WITH DOUBLE SIDE-SPRINGS TO REAR AXLE AND SIDE AND TRANSVERSE SPRINGS TO FRONT; ALSO EXTRA STRONG REAR WHEELS WITH METAL HUBS; FOR DISTRICTS (MAINLY ABROAD) WHERE ROADS ARE VERY DEFECTIVE.



ARRANGED AS MOTOR STEAM FIRE ENGINE WITH INDEPENDENT PUMPING AND PROPPELLING ENGINES, OIL-FUEL FURNACE, ETC.

FURTHER PARTICULARS FORWARDED UPON APPLICATION TO
SHAND, MASON & CO., 75 Upper Ground Street, Blackfriars Road, LONDON.

A time line for the introduction of improved Shand, Mason & Co features follows:-

Crank to determine stroke	1858	Self-acting lubricating apparatus	1882
Disc Valve for pumps	1861	Special feeding arrangements for boiler	1888
Engines at back of boiler	1863	Double Cylinder vertical construction	1889
Boiler joined for removal of interior	1863	Oil fired furnace	1893
Treble cylinder engine	1869	Variable steam expansion	1898
Inclined water tubes to boiler	1869	Motor steamer & independent propelling apparatus	1909
High speed engine and pumps	1877	Steam Fire Engine on Motor Chassis	1909
Self-propelling steam fire engines	1877		

Shand, Mason continued until with petrol power until they were taken over by Merryweather and Sons in 1928. Merryweather can trace their manufacture of firefighting pumps and equipment history back to 1690, just after the great fire of London in 1666 , they continued into the 1960's but later history is difficult to find.

Not a lot of early horse drawn steam machines survived in tack. When petrol powered vehicles arrived it was very easy to remove the front axle and tow the machine as a trailer or attach it permanently to a vehicle. The American La France below left and the Christie front wheel drive below right are examples of this modification employed by American Fire Engine Companies



America and the UK both had quite a few Fire engine manufactures, American La France, based in South Carolina USA had its early origins in 1832. Founded in 1873 by Truckson La France and partners building hand powered equipment. By 1903 the American LaFrance Fire Engine Company was formed and Steam powered fire engines were added to their range of firefighting gear.

In 1907 they delivered their first motorised fire truck. In 1995 the company was brought by Freightliner, a subsidiary of Daimler-AG, In 2005, when they were the fifth largest manufacturer of emergency vehicles in North America, it was sold to an investment firm, and in 2014 it closed the doors. (see Seagrave later)

During its history it had produced 1000's of fire trucks that ranged from pumpers to chemical trucks, and included snorkel and Ladder trucks and Airport Crash trucks.

Some ALF engines over 100 years.



Seagrave is another US manufacturer of

Fire Fighting Apparatus with its roots in Detroit in the Steam Fire Engine Era. It was taken over by FWD,

makers of all wheel drive trucks and went through a series of changes in owner ship and relocations until it was acquired by the same company as American LaFrance. Unlike the others it is still in business. It makes a full range of equipment and offers a service to rejuvenate used equipment and bring it up to current specifications. It has manufacturing plants in Wisconsin and South Carolina.



Seagrave 1917



Seagrave 1929



Seagrave 1937



Seagrave 1942



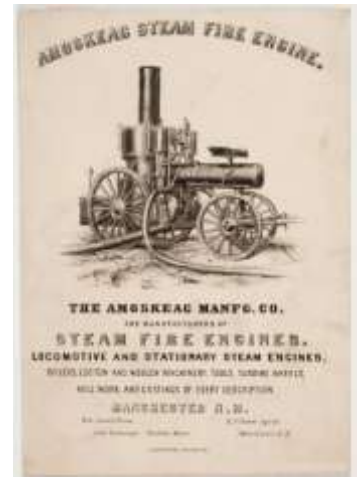
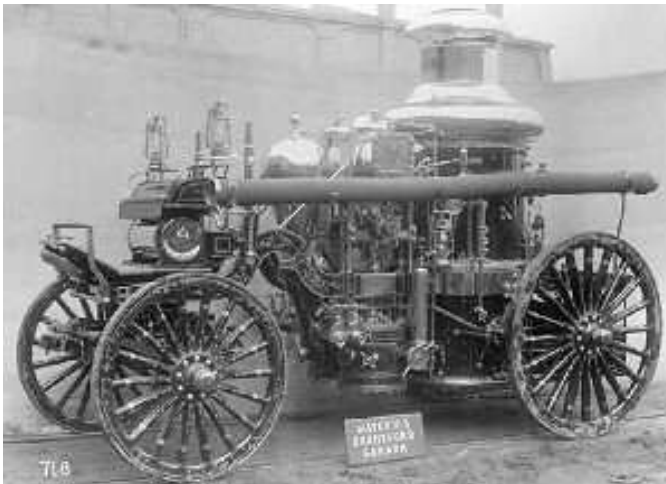
Seagrave 1951



Seagrave 2014 105' tower

America and Canada had a lot of companies that built fire engines and other firefighting equipment, many of them during the Steam fire engine era from the 1850's to the 1920's, which was the period that inspired this feature story. This was a colourful era which started with a combination of horses and steam, which morphed into steam and steam and finished with Steam and internal combustion.

Eventually Internal combustion took over for pumping and transport. The additional power available and technology from other sources led to the highly specialised and versatile appliances we see today.



Waterous fire engines (above left) began in Canada in the 1860's and the US branch in Minnesota is still in the firefighting business. American Fire Engine Co. was a short lived combined company with American La France and Amoskeag Steam Fire Engine, an early Locomotive Company that built steam fire engines before 1876.



Ford, Mack, International and a host of other truck manufacturers either produced trucks or provided vehicles for specialist firefighting equipment manufacturers to use. Ward La France, a separate company to



American La France made Fire engines, and a CAT 740B is used for the South African all terrain truck above.

The UK also had a lot of manufactures who specialised in firefighting or other municipal equipment.



Dennis Bros was not involved with Horse and Steam, Their first fire engines were built in 1908 and the last was built in 2007 by the current successor company "Alexander Dennis".



Dennis Fire Engines from 1953



1956



and a Dennis Sabre produced from 1995 to 2007.

Many Denis fire engines came to Australia and they are frequently seen at displays and in Museums.

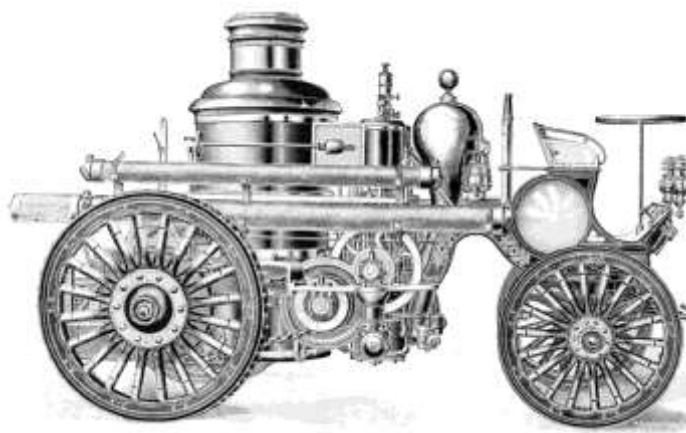
Some unusual machines turned up in the search to trace some highlight's of fire engine development.



Bicycles have had a wide range of uses from general use to a special BSA refinery patrol bike. A Tandem Quad bike from New Farm in Queensland and a 6 seater from Germany made good use of pedal power.



Bicycles and motorised tricycles still seem to have a use in various places around the world. The 3 motor bikes (below left) can direct foam or water at fires from Nozzles at the rear. The self-propelled steamer below right is unusual in that the chain drive uses link chain. Roller chain arrived in 1880, but maybe not in all sizes.



Most of the Fire Engines mentioned have been optimised for working in Metropolitan areas. Whilst many rural areas have conditions similar to cities in towns and tourist areas they also have additional circumstances which require specialised equipment. Distance, vast and frequently inaccessible areas, and an environment that in summer is essentially fuel, which can be ignited by anything from lightening to vandalism requires additional

equipment and coordination. Before we get to rural fire appliances, there are a few more unexpected and extreme variations of equipment that have been developed for or pressed into firefighting.



At the top left is the Evergreen 747 Supertanker which is based on a Boeing 747-400. This plane can carry 74Tonnes of water or retardant and deliver it via controllable pressure sprays.

Clockwise:- is a an Antonov AN 32 P in the Ukaraine carrying 8 Tonnes. Next round is the Martin Mars, ordered by the US Navy as a long range Patrol, they worked as a heavy Seaplane Freighter until 1956, when they were sold off, and 4 were converted for firefighting. They could scoop up 27 Ton of water in 22 seconds. The single engined Polish PZL-Mielec carries 2.2 Tonnes and the twin engined Canadair carries 4.9 Tonnes in Spain. There are around 30 different fixed wing fire planes. The last picture is a Consolidated PBY Catalina.

The working life of these WW2 American planes is a testament to their design, construction and maintenance.

Back on the water,



These Fireboats are used worldwide, unlike other services they would have to work hard to run out of water.

On the ground some special vehicles have been developed for special conditions:-



This Military Kaiser Jeep and the Oshkosh are an impressive sight, and the Kaiser Jeep with a Deluge Nozzle seems like a long range fire suppressor. Below left the Chinese enclosed tracked fire tender offers a lot of crew protection. The converted White M3 Half Track retains its winch but loses its armoured car look.



On the left is “Elvis” the Sikorsky/Erickson S-64 Air-Crane which acquired its name when it worked in Memphis with the United States National Guard.

This Heli-tanker has been hired by the Victorian Government each bushfire season since 2001 when it succeeded the earlier “Eric the water bomber” which had been used since 1997.

This machine has built up an excellent record in Victoria and in NSW where it was involved in saving 300 homes and saving 14 firefighters. The NSW Government had two other Air-Cranes sent out in a Russian Antinov AN 124 Freighter to take over from Elvis.

Others followed in Western Australia and the ACT. These Heli-tankers can carry 4.9 Tonnes of water or retardant. Elvis can be seen working in the Beaufort area if you google the Beaufort CFA.

Before we get to the CFA unit at Lake Goldsmith, and thanks to Mal Jones, a brief look at nearby Ballarat Fire vehicle history is possible. Mal's photo collection includes some early images as shown below. Ballarat is a city of around 90 000 people, and it is the home base of CFA district 15.



- Top left:- 1894 "Sailor" in the shafts and the crew on board outside the Ballarat East Fire Station.
 Top right:- c1880, Shand-Mason Steam Fire engine, The brick base of the Fire station tower is visible in the background. This engine is very similar to the No 7 "Volunteer" model shown earlier on Page 9.
 Bottom left:- This 1920's style REO, interestingly the "Kero lights near the Bell and spot light,
 Bottom right:- This 1938 Dodge looks ready for action in front of the trophy lined walls.



The picture on the far left shows the Ballarat East Fire Station with its original single vehicle doors at the time of its 100th Anniversary in 1956. These doors can be seen in the horse sulky picture above.
 The current door is pictured on the immediate right.
 The Ballarat East is part of CFA District 15 based at Wendouree.

Our Local CFA unit is based near the Eastern boundary of the Rally Grounds, the roof of the building can be seen near the lower left corner of the aerial photo of the grounds on the front cover. The unit has a long history (more than the 100 years suggested in the last edition) which began in 1905 at a meeting in the Stockyard Hill Hotel (photo in last edition P 35) as the:-

STOCKYARD HILL & LAKE GOLDSMITH RURAL BUSH FIRE BRIGADE

The units 100th Anniversary came up in 2005, and as fortune has it they produced a brief outline of their history which they have allowed us to reprint in this edition of Goldsmith. The booklet was provided by John Kirkpatrick of the Pioneer Shed. John's family are well represented as past Captains.

Lake Goldsmith & Stockyard Hill

Rural Fire Brigade



Centenary Celebrations

1905—2005

4

LAKE GOLDSMITH & STOCKYARD HILL RURAL FIRE BRIGADE 1905 - 2005

In 1905 a group of land holders gathered at the Stockyard Hill Hotel to discuss the formation of a Bush Fire Brigade.

In previous years there had been large fires in the forest areas that were a great danger to those who lived out in the open country, these were mainly large holdings held by the squatters.

Stockyard Hill and Lake Goldsmith were two of the small settlements that came about after the land act (approx 1862) was proclaimed for small settlement in the midst of the stations at that time, with bush land to the north and the western plains to the south.

The men folk of the local families would not have owned motor vehicles like present day fire fighter's, instead there would have been men on horse back or horse drawn vehicles. Of which some may have carried a water tank or large wooden barrels for water supply. Where other men would of walked to fight the fire on foot, with green bough's and wet corn sack's. These are the pioneer fire fighters who formed the Lake Goldsmith and Stockyard Hill Bush Fire Brigade on the 15-02-1905.

To make better their task, fire fighting equipment of 12 Leather-Beaters were purchased and better arrangement for the water supply were made.

As the years passed there were many improvements made as horse drawn vehicles changed to motor vehicles and the fire fighting equipment being also improved, from buckets to fire pumps and trucks with water tanks. This was one of the best units built as there was an engine driven pump added to this unit instead of the hand pump with the fuphy tank (180 gallons) but at the time was a very satisfactory unit or a big improvement of what had been used prior.

Captains

1905—D.R. Hannah
1923—M. Excell
1935—A. Bain Snr.
1944—Jack Kirkpatrick
1949—Jim Kirkpatrick
1961—Rex McDonald
1963—Bill Kirkpatrick
1984—Mal Fletcher
1992—Roger Collins
1998—John Kirkpatrick
2004—David George

Secretary/Treasurer

1905—W. Lynch
1946—G. Excell
1949—Alex Bain
1970—Peter Collins
1978—Ian Lofts
1979—David Bain
1980—Marg Irving
Assistant Secretary
1984—Marg Irving
1992—Craig Thomas
1998—Michael Collins
2004—Shane Dridan

Wireless Operator/Communication Officer.

1954—W. (Bill) Millar

5

As the years passed there was break burning. These breaks were burnt around the boundary roads each summer of Region 16. These days roadside break burning has been replaced by roadside spraying.

At the time many Homesteads had breaks burnt but with changes this is no longer done. Others had ploughed breaks around their homes and sheds, plus boundary breaks to help break the path of the fires. Others followed paddocks for the livestock.

Further upgrades in fire equipment saw Wireless and Look-Out Towers, plus Maps, Field Glasses.

Improvements are being made constantly and trucks are now fitted with all the latest devices. Crews are provided with protective clothing and the appropriate training, i.e. Minimum Skills, making them aware of the best procedure to combat different types of fires in uncertain conditions and terrain.

Another plus is that of the Aircraft, which is not only able to assist in advising the ground crew of the current movements of the fire front, but can douse the fire with water.

Given the current technology that is to hand, its all a little different today to what our pioneer fire fighters knew and used.

"Congratulations on your 100 years of service to the district."

Irene Fenton.

Lake Goldsmith & Stockyard Hill Rural Fire Brigade.

The Brigade has been served well by its community, not only in representing the district at fires, which include the 1983 Ash Wednesday Fires and 1985 Avoca Disaster, but also the brigade's participation in the tragic Black Friday fires, stretching from the Western District to the Coast, during World War II.

The Brigade has been represented at competitions over the years, both at Senior and Junior levels. This is evident by cabinets full of trophies and memorabilia.

The majority of trophies were won at State and Regional Championships, staged since 1956, with members also representing Lake Goldsmith at the Melbourne Show.

Below are just a few of the photos, showing the success of the Lake Goldsmith & Stockyard Hill Brigade.



Aggregate Winners 1964.



Aggregate Winners 1968

Below: Men's & Ladies Aggregate 1988



MINUTES OF THE FIRST MEETING HELD 15th February 1905.

Stockyard Hill & Lake Goldsmith Bush Fire Brigade.

Minutes of meeting held at Stockyard Hill Hotel on Wednesday evening Feb 15th 1905.

Cr. Donald Stewart in the chair moved by Mr. G.A. Dunnett that a Bush Fire Brigade be formed to be called the Stockyard Hill & Lake Goldsmith Bush Fire Brigade. Seconded Mr. A.M. Hannah.

Moved by Mr. A.H. McDermott. Carried

That an entrance fee of 1/- be charged. Seconded by Mr. G.A. Dunnett. Carried.

Moved by Mr. D. Stewart that Mr. D.R. Hannah be appointed Captain. Seconded by Mr. P. Cushing. Carried.

Moved by Mr. D. Stewart that Mr. P. Cushing be appointed Lieutenant. Seconded by Mr. W. Bailey. Carried

Moved by Mr. B. Kirkpatrick that the scale of subscription by landowners be as follows: 500 acres and under 5/-; 1000 acres and under 10/-; With a maximum payment of 3pound 3/-; per additional 3000 acres 10/-. / Seconded by Mr. A.M. Hannah. Carried.

Moved by Mr. D. Stewart that account be opened with Bank of Victoria Beaufort. The Captain & Secretary to be empowered to operate thereon. Seconded by Mr. P. Cushing. Carried.

Minutes of Meeting Continued 15.02.1905

Moved by Mr. A.M. Hannah that the Secretary purchase 12 Beaters. Seconded by Mr. B. Kirkpatrick Carried.

Moved by Mr. D.R. Hannah that the Ripon Shire Council be approached re donation, also that the Secretary writes to Government re sprinkler. Seconded by Mr. A.H. McDermott.

Moved by Mr. B. Kirkpatrick carried. That a sprinkler be purchased as soon as sufficient funds are available. Seconded by Mr. W. Bailey.

An Amendment moved by Mr. D.R. Hannah that the price of a sprinkler be obtained. Seconded by Mr. D. Lynch. Carried

The following boundaries were agreed upon in the motion of Mr. D. Stewart Seconded by Mr. D.R. Hannah.

South-Mt. Emu Road

West-Mt. William Road.

North- Boundary of West Riding Ripon Shire.

East- Not defined.

The following Estates were mentioned as being within the Boundaries. Mawallok, Keating's, McCooks, Mt. Emu, Chalcum, Stoneleigh, Beggs, Oddies, Rogers, O'Neil's, Trawalla, St. Enochs, Monmont.

Description of Beaters Leather 20" x 12 bolted and clamped extra Leather protection, Hickory Handles, 6ft in length.

The meeting terminated with a vote of thanks to the Chairman.



First meeting held at Stockyard Hill Hotel on 15th February, 1905.



Meetings moved to the Lake Goldsmith State School. The first meeting taking place on December 3rd 1922, meetings are still held there to this day.

Leather Beaters were used to put out fires. When Beaters were not in use, they were left standing in a bucket of water to soak. This kept the leather supple.



The Types of Beaters

BRIGADE HISTORY EXTRACTS TAKEN FROM MINUTES.

12

December 8th 1905, the second meeting of The Stockyard Hill & Lake Goldsmith Bush Fire Brigade took place. At this meeting it was decided to purchase an Axe, Buckets, 12 Basil Beaters, Fire Filter and a Wagonette and tank which was to be stationed at Hannah's for the month of January, Lynch's for February and Cushing's for March and those named to provide a horse to pull the fire cart, if a fire occurred during their month.

Meetings of the Brigade were transferred to the Lake Goldsmith State School in December 1922 and are still held there. In 1922 a Fire Cart was purchased, which was renovated in 1928.

In 1936 it was decided to affiliate with the Victorian Bush Fire Brigade Association. The Brigade name was also changed in this year to Lake Goldsmith and Stockyard Hill Bush Fire Brigade. It was decided to seek insurance for brigade members.

1938 a tank and pump were purchased and located at Kirkpatrick Bros and in 1939 two more knapsacks were purchased, these would be stationed at Boyle's & Mulcahy's.

1940 concern was expressed that truck owners should be reimbursed with petrol ration tickets to compensate for petrol used in going to fires. The Cross Roads Brigade was formed in May 1944 and a group consisting of Lake Goldsmith & Stockyard Hill Brigade, Cross Roads Brigade and Middle Creek Brigade was also formed. Then in October it was decided to join up with Snake Valley and Skipton Brigades in a group.

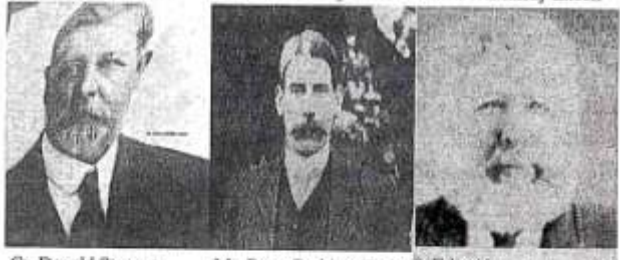
Photo's of some of the Gentlemen that attended the Inaugural meeting of the Stockyard Hill & Lake Goldsmith Bush Brigade, held at the Stockyard Hill Hotel.



Mr. William Lynch

Mr. Arch Kirkpatrick

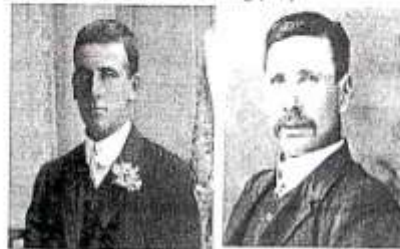
Mr. W. Murray Excell



Cr. Donald Stewart

Mr. Peter Cushing (Snr)

R. Kirkpatrick



Alexander Bain (Snr)

Mr. John Kirkpatrick

13

The Brigade was first referred to as a Rural Brigade in December 1945 and from this time was under CFA supervision. There were 31 financial members in that year. The Brigade applied for a powered pump, stressing that it was a powered pump that was required and tank complete, also 5 knapsacks.

The arrival in 1952 of the CFA Austin for the Brigade's use was a most welcome acquisition to the Brigade Equipment. The Truck was to be housed at Boyle Bros.

In 1954 it was decided to form a wireless group at Beaufort. The Lake Goldsmith & Stockyard Hill Brigade agreed to purchase a set. The base station was at Buln Gherin and there were mobile transceivers in district Brigades. A deposit of 70/0/0 was lodged with the Beaufort Group Secretary in 1954 and Mr. Eric Martin was selected as the first wireless operator, by a draw of his name from a hat, at a meeting in June 1954.

Mr. Martin was leaving the district, a secret ballot was held at the October 1954 meeting which resulted in Mr. Bill Millar being appointed as the wireless operator in Holden Utility GBH 541. Donations were called for to cover the cost of the wireless service.

In 1955 Mr. Laurie Millar was appointed as Assistant Wireless Operator.

The Brigade purchased a new item of equipment during 1959, this was a fast fill pump which was to be trailer mounted, with engine. A noteworthy event in 1959 was when, at the Royal Agricultural Show, Fireman P. Cushing and Fireman W. Millar were placed 1st and 2nd in the Knapsack Race, under the coaching of Rex McDonald and Bill Kirkpatrick. The Brigade demonstration teams were performing very well around this time.



Demonstration Team 1963

Winners of Grand Aggregate and Discipline Contest.

Back Row: P. Collins, N. Samson, W. Millar (Radio Operator & Team Captain), N. Carland.

Front Row: W. Kirkpatrick (Communication Officer & Coach), J. Cushing, R. McDonald (Brigade Captain).

1959 was also the year that Jim Fraser purchased a new Fire Unit.

In 1961 the Lake Goldsmith Football Club was wound up and the Brigade received a donation of 25/0/0 plus interest from the Football Club account. The subscription levy in that year was fixed at 1/2 d per acre with a minimum of 1 pound imposed.

Mr. George Mulcahy in 1962 offered the Brigade land in a central position, to house the CFA equipment, which was gratefully accepted.

Mr. Alex Bain, who had held the position of Secretary/Treasurer of the Brigade for 21 years, passed away in 1970. From 1905 to 1970 the Brigade had only three Secretaries, which must surely be some sort of a record.

A presentation of service awards was held in 1973, at which 44 members received recognition.

The demonstration teams continued to have success and a Junior Team was formed in 1976, under coaches Bill Millar and Roger Collins.

In 1980 Mrs. Molly Bruty was appointed as Communications Officer and Mrs. Margaret Irving as Assistant Secretary, being the first ladies to hold positions in the brigade. Events for ladies were also included in demonstrations.

Another first for this Brigade occurred during the fire season of 1981/82, when a lady member, Fireperson Lynne Kirkpatrick attended a fire.

1981 also saw member Mr. Bill Millar elected as Group Officer.

1981/82 an appeal was conducted amongst district landowners to raise some money to purchase a second truck as a back up unit for the protection of our district. An International truck was subsequently purchased and was fitted out for the next fire season.

In April 1982 a new Two Bay Fire Shed was built, George Mulcahy was thanked for his generous donation of land for the training track.

1984 past Captain, W. Kirkpatrick was awarded the Queens Medal for his services to the brigade. It was also the year that the brigade was given the job of gate keeping at the Steam Rallies, as a fund raiser.

March 1985 saw the Brigade host a demonstration at Beaufort.

A Barbeque was held in May 1963 to celebrate the success of the demonstration teams at Avoca and the individual efforts of Fireman W. Millar and Fireman P. Collins in gaining 1st and 2nd places in Knapsack Events.

Arrangements were made to purchase a showcase for the display of trophies won by the Brigade.

Mr. Bill Kirkpatrick was first elected as President and Captain in 1963 and he held that position until 1984.

A new Weston Electronics transceiver set was purchased in 1964 at a cost of 123 pound, to be based at W. Millar's and the existing set was moved to George Excell's.



The Fire Station was built in 1964 with Mr. Harold Bantz as superintendent of works. A working bee was arranged for December 31st 1963 to pour the foundations. When the fire station was built a weekly roster system was arranged, for driving and maintenance of the CFA Austin.

In 1965 this Brigade hosted an evening demonstration held at the Beaufort Park which was very successful.

1966 saw Peter Collins win the Knapsack Race at the State Demo.

At a cost of \$126.00 a new larger capacity quick fill pump was purchased, also in 1968 the demonstration teams were successful in winning the Regional Demonstration at Amphitheatre.

Captain William (Grassy) Kirkpatrick.

Holding his Queens Medal Captain 1963-1984



As a fundraiser the brigade would hold a BBQ the night before Duck Opening, this was of course when the lake contained water.

In 1996 the 1st Brigade owned tanker, "The Inter", was traded in, on an Isuzu and the body was changed over at the CFA workshop in Ballarat.

1999 Coach Geoff Bruty took a Junior Team (11-15 y/o) to the Fire Demonstrations held at Skipton. This Team was successful in winning the Aggregate. The Ladies Team also competed and came 2nd in the Aggregate.

2004 It was decided that the original minute book should be copied, with the original book being put away for safe keeping.

On Tuesday 15th February 2005 a meeting was held to acknowledge 100 years of Fire Brigade Service to the Lake Goldsmith & Stockyard Hill District.

In the last few months we have been successful in obtaining funding from the Community Support Fund, to assist us in setting a new diesel pump to our Brigade Tanker.

This Brigade has been well served for long periods, by many people. This booklet is just an overview of some of the events that have taken place over the past one hundred years.

1914 Fires.

One of the worst fires in the Lake Goldsmith & Stockyard Hill District, were the fires of 6th February, 1914. This fire started in the middle of a stony rise at Mawallok, and spread rapidly, travelling east through St. Enochs, fanned by strong winds the fire passed over Mr. Excell's property. Mr Excell lost pasture and stock, Mr. G. Dunnet also lost machinery. The Fire continued to race on, Mr. T. Hannah's property was not to be spared. Stewart's property Monmont was said to have been surround by the fire. Mr. A. Hannah who had been trying so valiantly to put out the fire, tragically died a few days later, after being burnt. Mt. Emu Homestead was once a two storied granite building belonging to Mr. H. Wilson, unfortunately the fire had no mercy and completely gutted the homestead, leaving only the walls remaining. Mr. A. McCook, and Mr. Oddie also suffered stock and pasture loss. The fire reached as far as Carnham Cemetery.

Bob Kirkpatrick tells a tale of the Streatham Fires 1983, when he, Paul Lynch and Jim Mahoney were out of water. At the far end of the paddock was a Windmill and Tank. Hastily they made their way to this area, as the fire was heading away from them.

Throwing the Waterous Quick Fill Pump into the tank (which sucked the water into the delivery hose and filled the tank of the truck) the pump didn't start, the wind changed from north to west and the fire raced towards them, with no time to waste these men sheltered behind the tank, the fire skipped over them, but burnt the delivery hose. Thus being the end of their eventful day.

One of the achievements that is worthy of a mention is that of the Bruty and Millar Families, who have represented Lake Goldsmith & Stockyard Hill Rural Fire Brigade for three generations in the Regions Demonstration Team Events.



Austin trucks were popular light CFA trucks at the time, on the left from 1947 and from c1952 on the right.

Through the history of the Lake Goldsmith & Stockyard Hill Rural Fire Brigade there are many significant moments, and many personal achievements, for individuals and families, a great deal to be proud of! "Congratulations."

Thank you to: Miss. Irene Fenton, Mr. John Kirkpatrick and Mr. Bob Kirkpatrick, who have shared their history with us.

Thankyou, to those who so diligently went digging through lost artefacts to find photos of grand parents, brigade photos, memorabilia etc. so that we can reminisce

Thanks to the foresight and initiative of the generations before us who have kept meticulous records, making our research so much easier.

On behalf of the organising committee, we would like to thank you for your attendance, we hope you have enjoyed your day.

Geoff & Jenny Bruty, Shane & Venita Dridan
David & Lorraine George, David & Donna Fraser.

Reference Material:
Ballarat Courier
Pyrenees Advocate
The Flowers of the Field
Lake Goldsmith & Stockyard Hill Fire Brigade Minute Book.



Prior to the Fire Brigade Act in Victoria in 1890 "Bush Fire Brigades" were formed locally by volunteers and Cities were served by Brigades operated and paid for by Insurance Companies. Insured houses were generally had a Plaque attached to the house to identify the Insurer.



The Melbourne Fire Brigade was established by the Act to fight fires in Melbourne and the immediate Metropolitan area. The firemen were fulltime employees of the Brigade and their headquarters and fire Station was based at Eastern Hill. A tower gave a view of the city area.

Easter Hill is still the headquarters of the MFB and the garage is now the home of the Fire Service Museum.



The MFB and Fire Service Museum, which has an extensive collection of Heritage Fire Fighting equipment maintained and exhibited by volunteers, will be featured in the June edition of Goldsmith.

For this edition the focus is on the CFA and its predecessors, the Bush Fire Brigades and the Country Fire Brigade Boards which were formed by the Fire Brigade Act in 1890 for 9 country fire districts.



Melbourne's first recorded fire was in the Jail in 1838 as depicted in this 1870s drawing (State Library image H 28250 4)

The "Black Thursday" Fires started in February 1851. The Melbourne temperature reached 47°C (unofficial) with strong North winds. The smoke reached Tasmania, and burning embers were reported on ships 20Km offshore in Bass Strait. The fire is estimated to have covered a quarter of the state. 12 people died and 1 million sheep and thousands of Cattle were killed. The picture below (State Library image H28049 by W Strutt). The original is in the State Library and has a



history of its own. It is in the Cohen Gallery)



Volunteer Country Fire Brigades began, and by 1856 they were operating in Geelong and Ballarat East, and by 1890 when the Fire Brigade Act came into force about 100 of these Brigades had been formed around the State.

The picture on the left is another from the State Library. The painting is by John Longstaff (state library image H33849) depicts the 1898 Red Tuesday fires in Gippsland when 12 people died and 2000 buildings were destroyed and 260 000 Hectares burnt out.

These pictures give a good idea of firefighting before the mechanical firefighting aides could be brought to the bush. Safety clothing was a wet hessian bag

and equipment was a leather beater, water was a scarce commodity, and training was experience at the last fire.

The history of the Lake Goldsmith CFA above makes it pretty clear how voluntary the early rural Brigades were. Members used their own horses, and later trucks, and they operated from their own properties. Before trucks, the transport of water in any useful quantities was difficult, to say the least. Tankers were water tanks carried on wagons or farm trucks, and hand pumped knapsacks were an alternative to a bucket brigade.

In 1939 the Black Friday fires started in Jan 13. A decade of depression and hot dry weather preceded these fires which occurred across the state. The fires were devastating, whole towns were destroyed 2 million Hectares were burned out, 650 buildings destroyed and 71 people died. So much was destroyed it was thought that the next bushfires would be years away. In 1943/4 they were back and 32 people died & 700 homes were lost.

WW2 was on and manpower was short and electricity, essential to the war effort was threatened by fires at the Yallourn open cut mine which became subject to a Royal Commission. Earlier a Royal Commission was formed on Jan 27 1939 to look into ways of improving firefighting.

In 1944 the CFA was legislated and it came into operation on April 2 1945. The Act was updated in 1958 and has had other amendments.

In general the primary function of the CFA is the Control and Suppression of fires on private property outside the MFB area in Melbourne. It has the power to investigate fires and may also be involved in rescue, road accident and protection services.

The state is divided into 21 CFA districts and 9 Fire Districts aligned with Municipal Shire boundaries.



Lake Goldsmith is in District 16 as shown on the left. There are 55 or so Brigades in District 16 and the District Headquarters is at Ararat.

The CFA has over 1200 brigades located strategically around the State.

These brigades have over 2300 CFA vehicles including Tankers, Pumpers and special vehicles for urban fires, rescue and hazard management. The Brigades also have 1400 or so vehicles donated by local communities.

The CFA membership includes over 55 000 volunteers, 35 000 of whom are operational.

The CFA has 1800 Career Officers.

The CFA protects over a million homes in its 21 districts which have a combined population of over 3.3 million.

Sadly the fighting fires has cost the lives of 67 CFA firemen.

The CFA is one of the largest volunteer organisations in the world and it has achieved major successes in controlling rural and urban fires in a State with many natural fire hazards. In addition to conventional land based firefighting and rescue the CFA are also equipped to work in the snow, on water, and on the coast where they operate with the Australian Volunteer Coast Guard.

They also operate with other emergency services, The Victorian police, State Emergency Service and Ambulance Victoria. In outer suburban areas of Melbourne they operate with the Melbourne Fire Brigade.

The Integrated Firefighting Aircraft Resources provided specialised fixed and rotary wing aircraft for the CFA and the Dept of Environment and Primary Industries who are responsible for fire control on Crown land.

In the June Edition the Fire Service Museum and Lake Goldsmith CFA will be featured after the Rally.



MSTEC STEAMFEST 2018

Brilliant weather and a great turn out of heritage machinery drew a steady stream of visitors over three days. This rally saw the “Austral Gates” in place for the first time at the entry to the hard pack parade Ground



Ezekiel had “wheels within wheels”, Austral opted for “Gates within Gates”



Phil Hayes regauged steam locomotive stands in while the “Spirit of Scoresby” steamer is out for service.





The 2 seater Messerschmitt KR 175 or 200 cars were made in Germany from 1953 to 1964. I recall meeting the owner of one of these cars who explained that the car yard where he brought it dropped the price when they could not find reverse gear. After paying up, he got in the car, turned the ignition key backwards and reversed out with an extremely irate salesman hot on his heels. Two stokes do have some advantages.

The Austin Healy 100/6 above right from the late 1950's was an alternative 2 seat arrangement. These cars look as good today as when they were made and they had a lively performance to match.



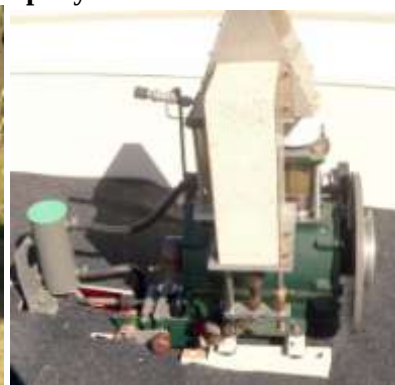
The mid1930's Plymouth and Ford Mustang from the 1960's made a show of North American Style & comfort



John Bellfield's Sherman Tank and Kaiser Jeep prime mover make an impressive combination at any Rally.



Warwick Bryce's Stuart Tank gets a New Commander, and Jo Lloyds Waterous portable is in renovation mode. This portable was made by the same Canadian Company that made the steam fire engine on page 13.



This boat was unusual in that it uses a Sterling Cycle engine. It is certainly a neat layout, and a rare exhibit.



Rob Jones enjoys a drive in the "Yorky" Wagon, and inside the Willans engine takes shape on it's massive base.



Diesel, petrol & steam rollers, traction engines and some unusual machines made for a great weekend.

Another TUXFORD at Booleroo in South Australia



The portable steam engine pictured above can be seen at the:-

Booleroo Steam and Traction Preservation Society Inc.

The TUXFORD steam engine from around the 1870's or 80's was reboilered around 1920 by Roberts & Sons of Bendigo Victoria. The Boiler is unusual in that it has an oval firebox. Roberts & Sons was a large engineering business which started in 1861 and stayed in family hands until 1918.

For anyone who may be interested this unusual engine is for sale.

Contact the editor (see page 2) for details. This machine spent its early life around Maldon in Victoria.



JOHN DEERE follow-up

Cervus and John Deere were supporters of the 110th Rally in November 2017, (see edition 145) and they had an event of their own in March to mark 100 years of John Deere Tractors.

To mark the event John Kirkpatrick's 1918 Waterloo Boy tractor was on show with its descendants.



John gets first cut of the 100 year cake, which looks like it will feed a lot of visitors to the event.

On the left the Waterloo Boy is back home in the



Pioneer shed at Lake Goldsmith where it can be seen at the 111th Rally on May 5 & 6.

Pictures supplied by Jackie Peacock of Cervus.



LAKE GOLDSMITH 111TH
STEAM AND VINTAGE RALLY
 5TH & 6TH MAY, 2018



FEATURING FIRE FIGHTING

Regular attractions include:

- 65 Display Sheds
- Steam & Oil Engines
- Steam Powered Shovels & Saw Mill
- Displays of Earthmoving, Cars, Motorcycles, Tractors & Trucks
- Grand Parade Daily
- Radio Controlled Model Boats
- Attractions for Ladies & Children
- Blacksmithing
- Threshing
- On-site Catering

CAMPING FOR EXHIBITORS ONLY
 (free, non-powered)



ADDITIONAL ATTRACTIONS

ROBIN & PAT EVANS' DISPLAY OF ANTIQUE & COLLECTABLE BICYCLES
SHENANDOAN'S CREW AUST INC. (CANNON FIRING)

ADMISSION PRICE: • Adults \$15.00
 • Children aged 5-16 \$5.00 • Exhibitors and Children under 5 free

For rally information contact:
 Trevor 0407 539 041 or Graeme (03) 9723 3310

www.lakegoldsmithsteammachinery.org.au • PO Box 21 Boulder 3373



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COME AND HELP US CELEBRATE OUR 21st RALLY

Displays of working Vintage Tractors, Stationary Engines, Steam Engines, Trucks, Motorcycles, Cars, Farm Machinery, Your Pride and Joys, etc.

Proof of Insurance, regardless with whom, must be shown or entry could be denied.

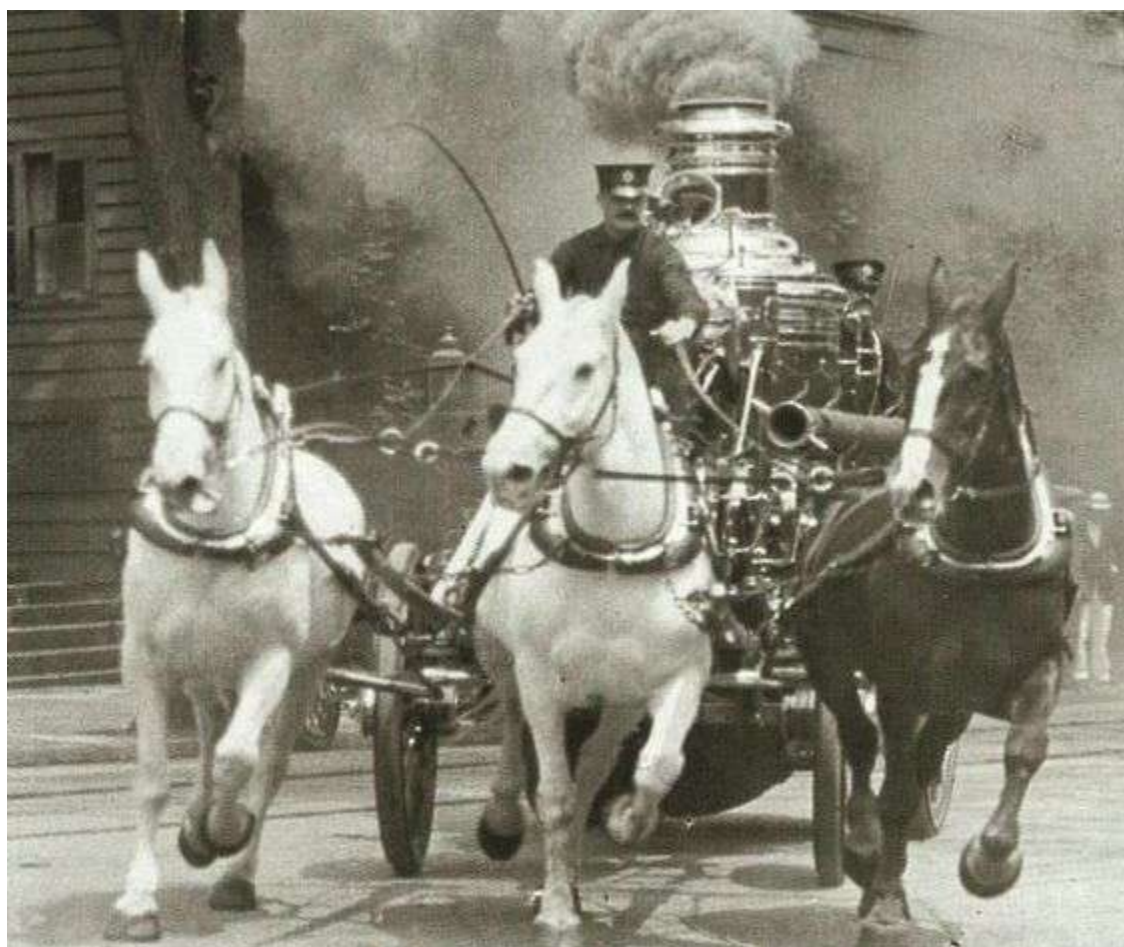
Saturday: 10.00am - 4.00pm
Sunday: 9.00am - 4.00pm

Entry fee per person: \$5
 Primary aged children free (when accompanied by an adult.)
 Free entry for Exhibitors

Camping, Showering & Toilet Facilities available on site.
 (Dogs on leash only on rally property please).

Contacts:
 Joe Chappel (Pres.) 5486 2226
 Fenton Phillips 0428 882 215
 OR
 Email: Beryl Marshall
 lbmarshall@bigpond.com

LOCKINGTON & DISTRICT LIVING HERITAGE COMPLEX INC.
 2-10 Market Street
 LOCKINGTON, VIC., 3563
 Phone/Fax: 03 5486 2515
 Website - lockingtonvic.com.au



What a sight these horse drawn fire engines must have been in their day.

Clattering hooves, clanging bells and a roaring fire belching smoke and dropping embers along the road.

Night runs would have been a spectacular sight.

The Crew and hoses followed behind

The fireman new he was heading for a fire, I imagine the horses hoped that they were running away from one.

Lake Goldsmith Goods Shed Museum



The February open day at the goods shed provided a morning tea stop for members of the Vintage & Classic Car Club Ballarat Branch who were on their Begonia Festival Run for 2018. John & Josh Franc hosted the day which was open to the public. The above view from the park on Camp Hill gives an idea of the turnout of cars.



V-Line turned up with a Sprinter which appeared in the background at Beaufort Station on its run to Ararat



The next open days will be on June 2 and again on the Queen's Birthday long weekend on June 9 & 10 from 10am to 3pm

For The Beaufort Arts Festival

\$5.00 entry per head includes Tea or Coffee

Group Bookings & further information email: ronatip51@gmail.com

Location:- Albert Street Beaufort Victoria

Next Lake Goldsmith Rally:- **Fire Fighting & CFA Salute**

May 5 & 6 at Lake Goldsmith Rally Grounds:- All Welcome

