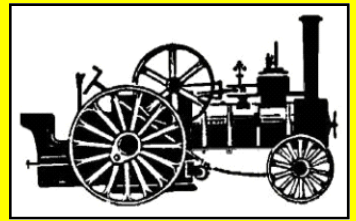


A Wisp of STEAM SUPREME



Extracts from the Melbourne Steam Traction Engine Club Newsletter



Andrew Fairweather excitedly removing the washout doors from his new Marshall portable moments after it arrived at the club

New Arrival

MARSHALL PORTABLE



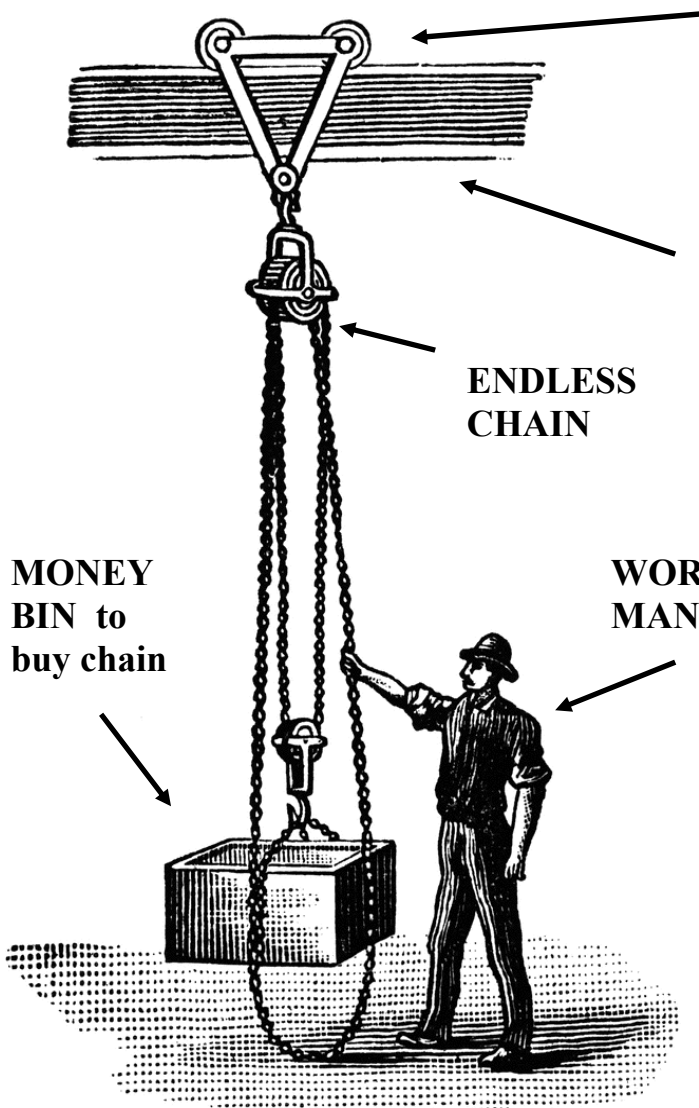
Motorbike Swap meet
1919 360 cc Douglas



Endless Chains
Goldsmith photo



Bus and Coach Display
at MSTEC



GIRDER TROLLEY

GANTRY

ENDLESS CHAIN

WORKING MAN

MONEY BIN to buy chain

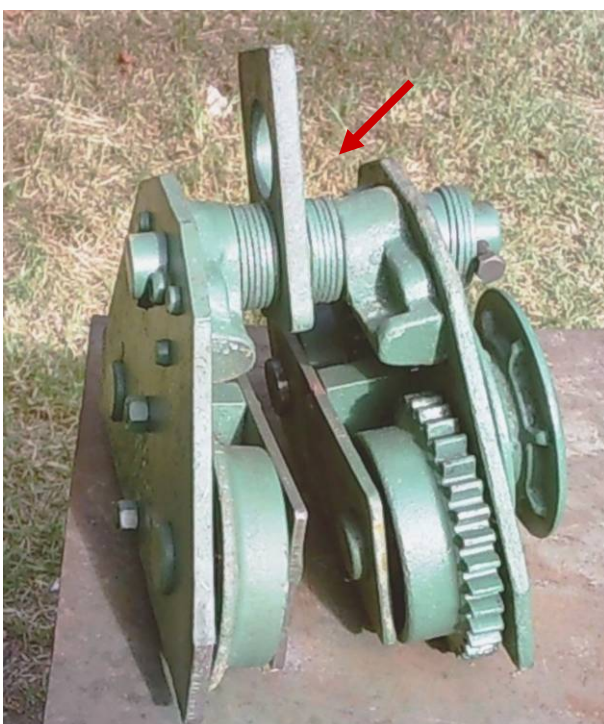
RAISING COSTS

With all the polly waffle about how things seem to be getting ever more expensive here is a light hearted glimpse of just that when it came to buying some chain. Warwick Bryce

The story started , not the rising costs they had been going on for some time , when a couple of sad looking girder trolleys surfaced in a massive clean up . Now these are particularly useful when used in conjunction with a gantry frame and some sort of chain block for lifting heavy lumps of machinery as it allows sideways movement of the suspended load
Some members will remember a pair being used to precisely position the Willans crankshaft for lowering into it's bearings .

Girder Trolley These have rollers that ride on the upper surface of the lower I beam flange to allow it to travel along the beam for sideways movement of the suspended load such as when unloading engines into a shed at Goldsmith

One of a pair as rescued in a very poor state .



The slightly better one had a special feature in that the rollers engaging the I beam where gear driven through a hanging loop of hand chain engaging in a slotted notch grooved pulley to move it along

Restoration involved a lot of rust removal successfully done using Cleaning Vinegar .Very cheap last week at \$ 2.70 for 2 litre . It takes a couple of weeks during which it produces a horrible dirty sludge but once hosed off and lightly wire brushed the rust was found to have gone (thank Darryl).

The restored one . Melbourne made !

Removable spacers can be swapped to alter it to fit a variety of beam widths.

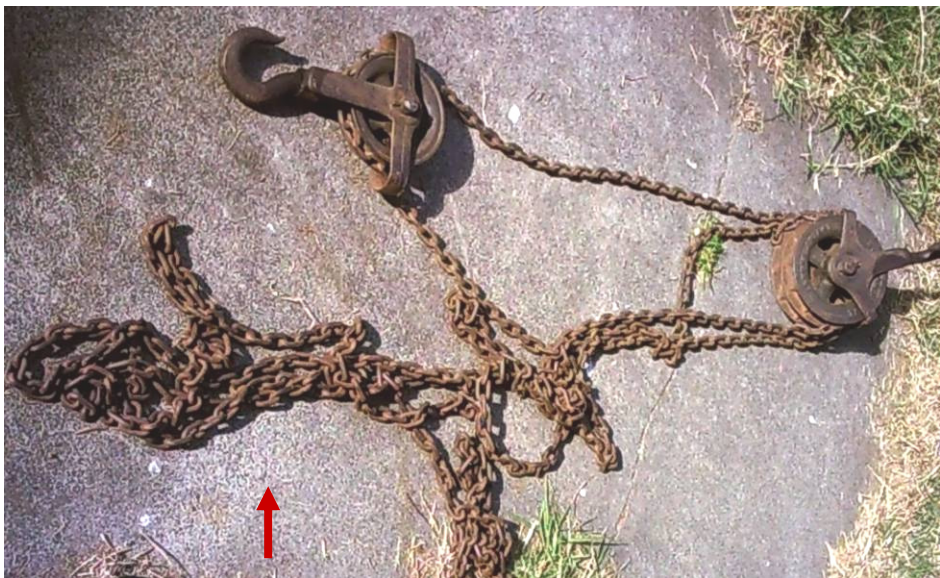
Once derusted and freed up the simple bearings were found to be not too flash .

Sufficient new 1/4 " rollers were found to replace the worst of them .



Chain Block With the trolley back in good order the search was then on for some sort of chain block to go with it. Then an intriguing endless chain device was remembered from my paddock bomb days on the farm . Dad had got it at a clearing sale as we were always taking out engines. Fortunately it was not too hard to get and what was even better it turned out to be made by the

famous steam concern Tangyes of Birmingham . It definitely deserved a bit more research so as usual Wiki was consulted.



↑ *Above the endless chain sees light of day after 25 years . Note the 13 metres of tangled chain*
WESTONS PATENT is clearly cast into the differential pulley . The other writing says **TESTED TO 1 TON**

Weston's Endless Chain

The differential pulley was *invented* in 1854 by Thomas Aldridge Weston from [King's Norton](#), England and the cast iron pulleys manufactured by Richard and George Tangye according to Wiki .

The Differential Pulley system is where two pulleys of slightly differing diameter are joined side by side and a rope going over then is looped down around another pulley at the bottom fitted with a hook and then back up to the second pulley of the pair . This principle of different sized pulleys has been known for centuries . Its secret is as the loose side of the rope over the larger pulley is pulled down by the gaffer its other side is reeled up at the same rate . This end passes down to the pulley underneath with the hook then back up to the smaller of the top pulleys . Since the pair are connected they turn at the same rate . This means the rope over the bigger pulley is reeled in slightly faster than its other end is let out by the smaller pulley . The end result a lot of movement of the slack loop gives a very slow reeling in of the bottom pulley with the hook thereby raising the load with a little effort but a large corresponding passage of chain . Obviously as the load rises the amount of slack rope on the ground gets larger and larger .

While there is no doubt this is not a recent invention Tangyes employed a chain rather than a rope and notched the grooved top pulleys and fitted a special guide to ensure the chain stayed engaged and did not slip letting the load fall.



This safety feature is possibly what they patented . They and immediately enjoyed very good sales in 5 sizes ranging from ½ ton to 3 ton while successfully warding off challenges . In 1878 they sold the patent to Yale Lock company of the USA .

There are still plenty of antique second hand endless chains for sale on the internet particularly in America at around US \$ 160 so it looks like they were widely made once the patent had expired .

With the endless chain found to be in good order and the girder trolley restored the thought was that not only would it be something useful interesting display as well . All that was needed now was some matching hand chain for the trolley

Antique Chain *Well as luck has it I recently come across an antique salesman's chain display .* →

A hooked board with a number of short various size with tags giving size and price . Bit of trial; and error soon found a chain that was a perfect match to the pulley . Fortunately it still had it's tag advising ¼ " (wire dia) Long link chain of 9.2 links per foot . And the price a princely sum of 1 shilling and 9 pence per Foot . That works out at 57 cents per metre . Exactly what was needed but where to get such chain ? A certain , recent to Victoria , hardware chain was not much help with the closest available being 5 mm and 8mm which is either too thin or too thick as ¼ " is 6.35 mm beside the pitch was way too different to engage the pulley. Eventually a much longer



established hardware chain was approached and here it was ¼ “ Long Link . How lucky can you get ? Only catch it was now \$ 9.25 / m a whopping **16 times** as dear as the old sample. Still at that price I was glad to get it as that completed an interesting working display of antique lifting gear.

The new chain on the trolley hand traversing wheel →

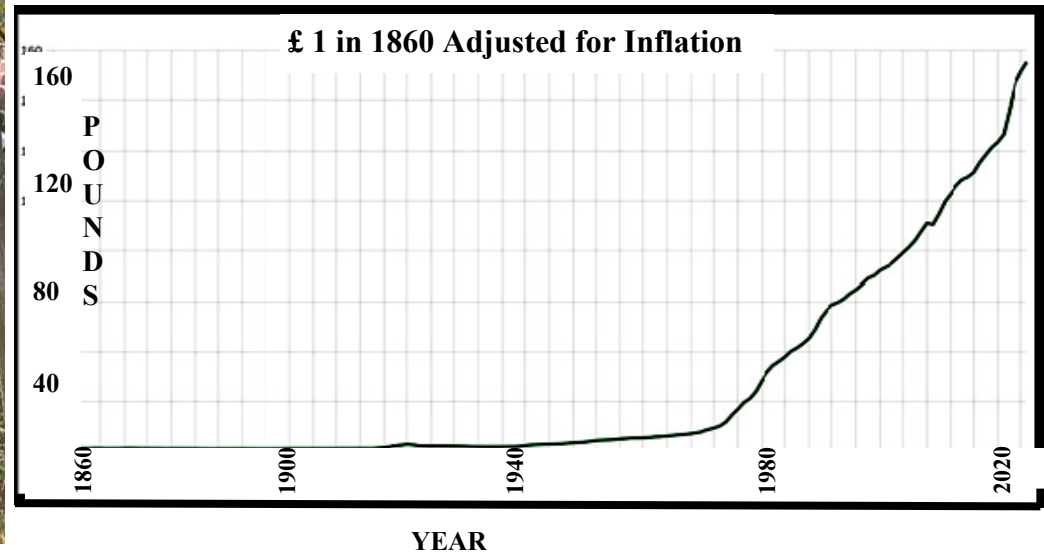
Rising Prices Out of curiosity I wondered how many years it had taken for prices to rise by a factor of 16 as that would give an indication of the age of the chain sample board .

Once again the internet was consulted . I had to resort to English pounds as we changed to \$ A along the way . A graph was found that showed how much prices had risen (inflation) since 1860 . Today you would need **£ 155** to buy what **£ 1** would get you 165 years ago . How is that for inflation ? Curiously the graph shows inflation is a relatively new disease . with hardly any inflation from 1860 till the 1920’s and then followed by the depression when things roughly doubled . Next jump was during WW2 reaching a factor of 10 by the early



1970,’s . Since then it has skyrocketed and by the time you read this it will be nudging a factor of 20 . What has gone wrong ?

Anyway interpolating along the curve dates the sample board around 1960 , the good old days ? (no thanks)



The final thing was to set up the trolley with it's new hand chain on a bit of angle dangling from the kids old swing gantry, put on the Weston's endless chain and give it a try out . A way it went slowly raising the hook but I soon found the more you wind up the hook the longer gets the loop of loose chain which then heaps up on the ground till you have got about 10 m in one gigantic knot that need continuous untangling rendering it almost useless.

What a disappointment now I know why they are called endless chain , endless prise rises, endless untangling ,and endless waste of time . Still not a bad display if you do not have to use it Warwick

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A New Record Dragsaw Engine

refer story page 8 . This is the type of saw our newly donated 2 hp vertical rebadged Rosebery Petrol/ Kero Engine would have come from.

Actually one of our late members Harry Symonds was the Engineer for the Rosebery vertical engine series . He had the full range running in shed 11 hence the ventilators in the roof . Not a highlight of his career he did not talk about it much . Ed.



A New Arrival



Andrew Fairweather's newly arrived Marshall Portable proudly sitting on the edge of the arena moments after being unloaded off Nathan Morris's ACCO tilt tray

Reputedly to have come from the Myrtleford Snow Road area it looks like it has been shedded for many years judging from the thick covering of dust and almost complete absence of rust .

It is a very nice Marshall portable engine and we hope to get more information from Andrew but at a quick look it appears to be around 4 hp and from the very early 1900's . Quite a find as very complete even to having all its fittings including a small whistle and the link belt to drive the governor .

This is in contrast to many other engines in the district that were bought by Italian tobacco growers for steaming the weed on completion of the kiln curing process . This makes the leaves pliable for handling and grading . In the 1960's many engines bought for this purpose were stripped of all the motion and fittings except the essentials rendering them basically a boiler on wheels so these days are now really too derelict to do anything with.

As an aside there were those unable to acquire a suitable portable so tried to made do with a 44 gallon drum laid on its side on a couple of rails across a pit with a fire lit underneath . Of course the inevitable eventually happened like across the road from our farm . One day there was a resounding explosion! When the steam settled the side of the kiln and half its roof was gone all that could be found some distance away was a peeled open drum . No one was hurt.



There is nothing to indicate Andrew's engine was used for steaming tobacco . In fact its condition is remarkably good with evidence of professional work having been done to the bottom row of stays certainly suggesting it was previously in the hand of a steam preservationalist .



Close-up of the backhead shows all fittings to be there. I wonder what is the significance of the initials on the valve chest cover ?



STEAM SHOVEL UPDATE

A couple of landmarks have been achieved. The seized slew roller that looked like it could be a show stopper has been fixed (see separate write up of the saga) while work on the cabin frame is now complete except for a bit more paint . It is now all in good order , on , squared up and bolted down .



Laurie Hall and John Mills with the last of the end wall Frame now in .
Just a reminder of what we started with a year ago Warwick pic



Attention has now turned to the steam side of things with the first step accessing the completeness and condition of the plumbing .

John Mills fathoming out the feedwater plumbing between the pump and heater. The Weir pump is free and appears to be complete and in good condition .

Meanwhile with the help of the Blacksmiths the coal bunker and machinery guards are being straightened and rusted sections repaired.

Next job on the critical path is getting the roof on to protect what has been done from the coming winter. The curved heritage profile corrugated iron for the roof has been ordered .

We are still to hear about the floor timber .

The cabin walls will be left till we get the timber floor in and all the machinery fitted up as this will make access easier .

In regard to the boiler work it would be highly desirable for it to start now while there is still a chance to get it in before the next rally and while the machinery deck is still at ground level .

It is felt the boiler work needs the involvement of the regular steam people as they have the skills and have been talking to the Boiler Inspector.

Expenditure has been very modest this month , next will be roof and wall cladding . Lloyds have offered free floor planks which is very welcome . Warwick



ROLLER REPAIR

Nagging concern for a long time was one of the 6 rollers that locate the slewing ring gear was standing about 25 mm proud of the top surface of the slew ring . The fear was that it might catch on the underside of the machinery deck during slewing so needed attention before the machine went together. We do not know how long it had been like this but it had obviously defied all attempts to either push it further on or pull it completely off before we got the machine . Having no luck freeing it off the whole roller and its flanged base was unbolted for separate treatment .

Spiros , Koby and Greg unbolting the stuck roller. Steam Supreme June 2024 .

You can see how it is standing proud of the internal ring gear.



Once removed the first try was to apply a lot of heat by roasting it in a fire . With no success it was set aside to get on with more important aspects of the restoration such as sandblasting . Attention returned to it after the rally confident our 50 tonne hydraulic press would do the job . Disappointingly it would not fit in the press . Various jaw type wheel pullers were tried with no effect .

The roller eventually yielded to steel wedges hammered in the gap only to leave the bush still well and truly stuck to the shaft .

Ian Malcolm applying heat and a 3 jaw puller to the stuck bush to no effect. →



It was mentioned that someone had dumped the mother of all pullers in bay 2 but unfortunately vital parts were missing . It is important things like this are not thrown out just because the person doing the clean up does not know what they are.

As a last resort Kerri and Warwick brought in special heavy duty equipment they had at home .

← *With the pump near its limit and the help of some heat and a big hammer it let go at about 15 tonnes. Len Brighton pics*



Cleaning up and inspection showed the bronze bush in the roller had been bored tapered so that the top end was nearly 1 mm undersize . No wonder it had jammed when being assembled years ago. With the problem identified and the bush removed it was simply bored out at home on the lathe

It was soon back together and on the machine and spinning freely. →

NEW RECORD Engine Donation

The Committee has accepted the offer of a Stationary engine from club friend Tony Schapendork . He writes- -" A few years ago, our son-in-law passed away.

He had a New Record 2C-1 stationary engine It was stored outside, and not looking too good, and at my request, our daughter agreed that I should finish the restoration. I have now finished that, and have it running reasonably well.

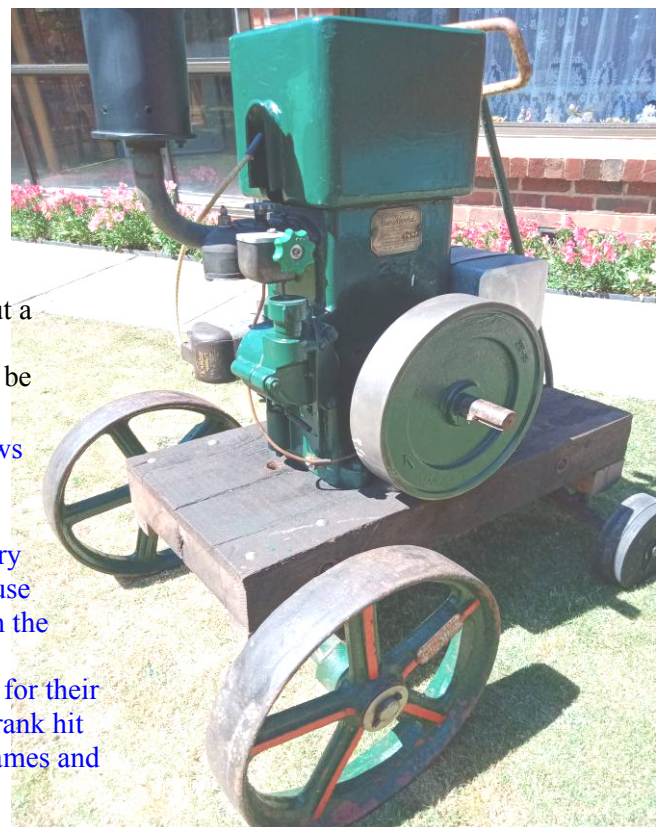
She, and the family would like to donate it to the steam club. I will put a little plaque on it to say it is from the RYAN family."

The Committee appreciates the offer of the engine and all think it will be a great addition to our collection and easy to exhibit

New Record Machinery Co of Melbourne was well know for dragsaws and fitted many different bought in engines to them over the years .

This engine is a Rosebery 2 hp vertical hopper cooled was made by Westinghouse. The origins of Rosebery go back to the Buzzacott factory in the Sydney suburb of Rosebery . The works were sold to Westinghouse and engines after that named Roseberry with many being rebadged with the dealers name .

In this case it was New Record of Melbourne who were well know for their dragsaws . Their earlier saws had wooden frames and horizontal open crank hit and miss engines . By the early 1950's they had transitioned to metal frames and vertical throttled governed engines made by Rosebery. Ed .





RunDay visitors line up for a free run around on classic buses thanks to the Bus and Coach Society of Vic

On the Buses The March RunDay was literally Around the Club for our visitors thanks to the Bus and Coach Society who held their inaugural Display Day at our grounds. It was specially arranged to coincide with a RunDay to maximise the experience for both clubs visitors .

Free rides were given boarding at shed 7 then around the lake and up into the Top Paddock where there was an additional line up of busses to those on the grassed areas in front of and beside our lake . After each ride the club President asked riders did they come especially to see the busses and about 50 % did which leaves no doubt as to the success of the event .

The old Bedford coming back from the Top Paddock

The bus display consisted of selected vehicles from across the decades. There was no specific admission fee for the public just the usual admission by donation , the amount being entirely up to the entrants. The society thoughtfully ran a special bus shuttle service between Glen Waverly station and MSTEC to enable all to attend as they well appreciate not everyone drives. This service was free

which then enables heritage vehicles to be used although most preferred to leave a small donation to cover the cost of fuel .

The diverse range of 33 busses spanned from the very latest to classics from the 70's and school busses from the 60's , both company and privately owned . What appealed to me was a couple of Flexible Clippers remembered from childhood days .

A Flexible Clipper converted into what must be the ultimate motor home .

The Clipper was an American bus with its origins in the Flexible motor bike side car company going back to 1920 (so it could lean on corners) . The busses were built under licence in Melbourne by Ansair an Ansett company to provide luxury Australian wide touring and fast inter capital city commuting .

Popular between the 50,s and 70's 131 were made locally with 28 still useable which testifies to the passion for them . Interweb . Their iconic streamlined appearance with curved front and windscreens and a rounded off rear without windows, since it house the engine , makes them very distinctive. When you saw one zooming past it was very easy to imagine it full of people off on some sort of travel adventure .



On the other hand the sight of a bonneted bus of the late 40' based on an Interational truck chassis bought back unhappy memories of travelling from Whitfield to school in Wangaratta for 7 years . 2 hours each way of wasted time leading to

boredom and bullying particularly over who got the best seats or any seat for that matter. This even degenerated into the bottom of the pecking order getting forced to ride home in the boot when it was discovered this could be accessed by removing the back seat . (it was soon screwed down properly)

This resplendent bonneted International bought back memories of the old REO speed wagon !! School bus . Barley capable of 35 MPH (60 kmp) and prone to breaking down , once when the underfloor battery fell out , another when the clutch started slipping

Anyway just for nostalgia I had to climb aboard and chat to the driver . It was certainly a far cry from the Newtons old busses and maybe even a bit faster and certainly in better condition.



Vintage Motorbike Swap Meet

A great event this year with good weather and good crowds even to the extent of the overflow car park having to be opened up .

There was less trash and treasure and more classic bikes and lots of new and good condition spares and accessories on offer.

Also quite a few restored classic bikes for sale now or being showcased forth coming auctions .



Those who arrived on classic restored bikes could bring them in and put them on display on the roadway adjacent to the ticket box .



Still a bit of trash . What was lacking this year was the Barn Finds . There are usually a number of really old vintage bikes complete and just as they were last used

SCRAPING AROUND

Sometimes it is a bit hard to scrape up enough to fill Steam Supreme so when a few remarks come along that triggers a bit of nostalgia it is most welcome . Thanks to our President Brenton Googerly for a bit on scrapers triggered by the Cat display in the Top Paddock of our SteamFest when he spied a Cat 627 scraper ex Gearon.



Brenton striding towards an old friend that he recognized from childhood

He recalls My dad worked for Gearon's for many years and operated these machines. He advises these 2 Cat 627 scrapers were the first twin power Cat scrapers in Australia, which went to Gearons Earthmoving. I used to crawl all over these when I was a kid, trying to figure out how it all works.

Brenton beaming in front of the very scrapers he played on as a kid .

Also my Dad worked on the current MSTEC site when the MMBW were carrying out the earthmoving for its tunnelling networks. Dad was operating a front end loader here when they were removing rock off site.

Your Editor not being familiar with Gearon consulted the internet .

Gearon is a family based business established in 1965 and now headed by Robert Gearon based in Narre Warren . They specialize in earthworks , excavation construction and environmental



From their internet profile I am left with the impression that a lot of their management team are qualified Civil Engineers who are involved with all aspects of a project particularly management ' planning ' quoting and handling the environmental aspects of construction and earthworks . I am sure this is a successful strategy.

This old scraper also brought back memories for your Editor Warwick as well . As a kid he always wanted a Tonka Toy version but it never arrived under the Christmas tree but the interest never left .

Fast forward 55 years and on arriving at Sandstone Heritage Festival in South Africa was immediately told "You are in charge of the earthmoving display " Well how good can it get there were all sorts of machinery including 2 Cat 621 scrapers . " Go down the paddock and enlarge the dam " Instant scraper driver. Not as easy as it looks Well I can make as good a mess as anyone and who cares as long as it provides some action for the patrons. Ed.



Getting a level cut was the hardest part as once you get a few undulations they seem to magnify with each pass . The other thing do not be too greedy you will just spin and dig in even more especially since the soil beside the dam was damp and there was no decent dozer to push . I now appreciate the advantage of the 627 with it's second engine up the back.



The Play pen at Sandstone .

Warwick driving the second scraper .

Anyway it was not long before the other driver broke through the crust and was well and truly stuck .



The old Inter Dozer did not have a chance and with the D8 playing up it took the big guns to get it out.

The John Deere 9400 four wheel drive articulated tractor 426 HP at 18.8 Tonnes had it's work cut out .

Not to worry though it certainly added to the display for the pundits . (those expert in criticizing others who are not there)

