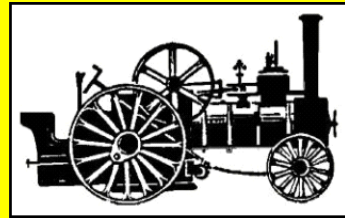


A Wisp of STEAM SUPREME



Extracts from the Melbourne Steam Traction Engine Club's Newsletter

Scoring an Orchard Pump



Monash Rail Express The Students Experimental electric loco Wallaby getting prepared for its air freight to the UK Efficiency Trials sharing the turntable with our Steam loco Clive which is being prepared for Sundays RunDay by Andrew McCoy and Hamish Hugh. Aaron Morris photo
It has been an eye opener how the teams have been able to work together given the generation and technology gaps.



NZ Museums
visits



Warwick's Track
Machine update



What an amazing event ! The Dandenong Valley Car Clubs Scoresby Picnic has been an annual event at our National Steam center for a number of years now, but , in recent times has suffered from inclement weather . Not this time though with attendances more than double .

The display day is supported by the Federation of Victoria Veteran , Vintage and Classic Vehicle Clubs which is an umbrella group representing over 160 clubs comprising 20000 enthusiasts collectively that has member car clubs interests as its core value. It sponsors a number of events such as swapmeets tours and picnics throughout the year as a way of keeping members up to date.

Our Scoreby picnic is rapidly becoming one that is eagerly looked forward to by the general public , car enthusiasts and MSTEC members and the cars clubs .

Part of the attraction is our magnificent grounds, the permanent displays of vintage machines, both static and mobile and of course our miniature railway . For the day the Dandenong valley group arrange things like food stalls , raffles and even an Animal patting farm .

Entry on the day is free admission for both the public and anyone with a car over 25 years old provided it is put on display . It is all delightfully informal with parking in the order that they arrive . The combination of perfect weather and our wonderful grounds saw cars clustered in groups on all the grassed areas around our lake and even a few across the railway line in the top paddock . This all added to the charm with visitors never knowing what they will come across next making it an adventure of discovery .

Given the steady stream of cars coming through the front gate one thing to consider for next time is a bit more control as not everyone realizes they are crossing a railway line . Perhaps this can be made a bit more obvious and have cars directed around the arena to the right so the area in front of our main building becomes a car free zone .



← This Overland brass car certainly was an attention grabber with it's Brass radiator and nickel plated acetylene lamps . One of the earliest cars on display

Everyone smiles when they see a Mini Moke Or is it a Mini Joke !





These composite shot shows an interesting progression of styling and technology. First on the Left an English Singer Tourer of from anything from the 1930's to after the War. They used a 1 litre 4 cyl OHC engine ! Next is an American single spinner Ford of Late 40's with a Side valve 3.9 litre V8 engine . Following that is a mid 1950's Australian FE / FC Holden with basic 2 . 2 litre 6 cylinder engine . On it's right is a FB / EK Holden ute of Early 1960's with the same Holden engine . The now out dated American styling does not show too much imagination Australian stylists . As for the English with their economy in tatters and worn out machinery they just kept making their now outdated pre wars cars with tiny engines. Once back on their feet the Americans turned cars into fashion items with exaggerated styling and big inefficient engines . Holden's new models drew on 5 year out of date American styling while sticking to a by now obsolete small 6 cylinder engine .

The 2 extremes A basic white Volkswagen Beetle and a black Cadillac

I do not know if by accident or design but both are 2 door 4 seater of the 1960's .

The pretentious Cadillac is a vehicle designed to project an image of wealth, status or exclusivity far exceeding the actual engineering utility or tastefulness of the automobile itself. ...Ask Reddit . I am sure this does not apply to todays owner who is simply making a statement of the times for us to enjoy .



Stationary engine people came along , this time set up in the arena with their small engines driving a varlety of machinery attracting a lot of attention

A cluster of Austin A 30's made from 1952 to 1968 . They came fitted with a 948 cc engine of about 25 bhp giving a top speed of 67 mph and a 0 to 50 mph acceleration time of 29 seconds according to some road reports . Nothing to write home about except for one !



This was converted into a race car by a certain P . Brock and went on to win 102 races. The secret lay in fitting a Holden Red 179 motor fitted with triple 2 " SU carburetors 4 speed gear box , stronger and wider differential and a disc brake front end. Overall a fast but by all accounts an evil handling car that only Peter could master !



A line up of A model Fords . Mechanically a great step forward from the T model and capable of real touring .

The Yellow one of Wayne Henry's came up from Warragul which was a piece of cake since it has been up to Darwin .

SS SS SS SS SS SS SS SS SS

When Race Team manager Harry Firth saw the way the young Peter so dominated the car at a Sandown Park race meeting he immediately offered Brock a position on his team and the rest including 9 Bathurst wins for Holden is history .

Unfortunately that includes Brock who lost his life when he hit a tree in a Daytona on a rally in Western Australia while the little A30 was written off in other hands in 2006 . The little Austin has been replicated by Peter Champion with Brock doing much of the work himself so people like to think of it as a clone . It is currently residing in the Holden Museum at Trafalgar.

So there you are the little A30's at Scoreby have served their purpose bringing pleasure to owners and visitors. Warwick photo



Scoresby Scores an Orchard Pump

There was a bit of excitement the other afternoon when Robert Jones turned up in his little truck with an impressive Orchard Pumping unit for the club . Details are a bit sketchy at the moment but it apparently has been in a families hands since new but not used for many years. Eventually it was realized it would not be used again but still in very good condition , having always been shedded . The lady wanted it to go free to a good home so others could enjoy it so contacted us .



← The unit consists of a smallish Tangye open crank spark ignition engine driving a South Australian Metters No 510 horizontal reciprocating water pump . As can be seen in the cover photo these are mounted on long sturdy channel iron beams supported by vintage car front and rear wheels . Adrian Anderson was able to correctly identify these from a 1935/36 Chevrolet by the 17 inch tyres and hydraulic brakes . The numbers 24-1 - 66 welded on the channel is possibly the date of its construction supposed by a local engineering works

Metter
5"x10" pump
350 feet
head , 2,000
gallons per
hr , fast &
loose pulleys
Details from
1950 →
catalogue



← Tangye single cylinder open crank side shaft petrol engine typical of those introduced in 1924 . Fitted with a T model Ford carburettor and chain driven Lucas RS 1 magneto, first introduced in 1937 , may be later additions . →





International Payscraper
2T 75

Roger Mahon Heritage Centre

In this issue we present a selection of photos taken by Peter Lynch during a recent trip to New Zealand's South Island. There is a strong appreciation of industrial and farming history there and this was most evident in the Canterbury township of Geraldine which has five local museums.

The Roger Mahon Heritage Centre has a large collection of earthmoving equipment, motor vehicles and a section devoted to Stirling Cycle engines. Most of the heavy equipment on display was used on New Zealand's Hydro electric scheme construction which now provides green energy to much of the country. International Harvester was once a leader in construction machines and these examples wear their years of service with pride.

As for tracked machinery Caterpillar obviously was popular as well then as it is still today .



English trucks such as the Leyland Lynx proved less successful. The partly tilting 'Ergo' cab and fixed head 501 diesel engine both proved troublesome in service.

Its "Headless Wonder" engine had the head and cylinders cast as one with a flange at the bottom of the bores that bolted to the top surface of the crankcase casting.



The Leyland 501 Fixed Head Diesel

From the 1970's

Seen at the Alice Springs Transport Hall of Fame Warwick Photo .

Whist this eliminated costs and trouble with head gaskets it introduced a worse source of leaks and made attention to the valves a major rebuild often requiring the complete removal of the engine.

The engine was revolutionary in many ways incorporating design features from many pre WW 11 aeroplane engines including early Merlins and most air cooled radials not to mention the famous Bentley cars and the Offenhauser Indy engines

Studying the picture closely shows there is no joint between head and cylinder block.

Instead one is added between the bottom of the cylinders and crankcase just shifting the problem . (bogged up in this case to stop oil leaks) Also incorporated is a gear train at the back of the block to drive the Overhead Camshaft which acts directly on the vertical valves through shimmed buckets . Note the Integrated turbo charger at rear of engine and gear driven fan at the front . The alternator was also gear driven .

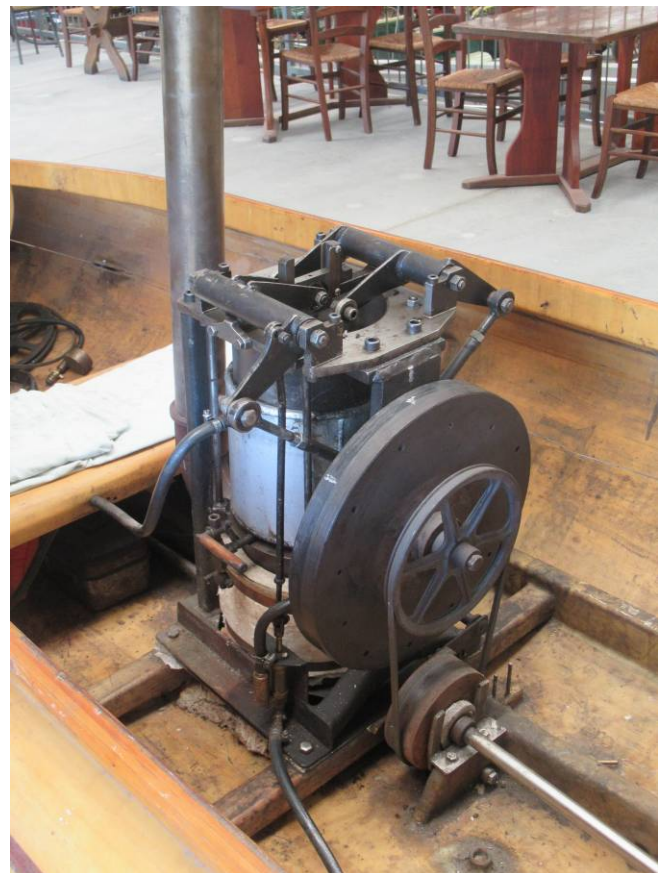
General Motors was working on a somewhat similar headless petrol engine for their new small "Japanese beater" car for the Saturn Division in the 1980's but wisely ended up going with a conventional layout.

Both are examples of the dangers of managers who get caught up in their whims and fancies and start believing their own spin while ignoring their Engineers . Warwick

Stirling cycle (hot air) engines have never achieved the acceptance of steam or internal combustion types but it was fascinating to see around twenty different examples on display in Roger's collection .



A Bit of Hot Air They are fascinating in their simplicity and work best when there is a decent temperature difference between the hot and cold sides of the system. One shown Right was fitted to a beautifully built timber launch and achieved a speed of 5 knots on trial. It is built along the lines of the Rider (Above photo left) but linkage rearranged to make it more compact . The principle was patented by Scotsman Robert Stirling in 1816 . All use a **closed** vessel kept **Hot** at one end , usually by a flame , and **Cool** at the other by a fan or water . A **Displacer** , a loosely fitting blob on a stick in the vessel, waddles back and forth shuffling the air between the hot and cold ends. When it is all at the hot end the air tries to expand so builds up pressure . It is then hunted back down to the cool end contracting and loosing pressure . This cycling pressure is applied to a small power piston connected to a linkage to spin a shaft . They all work on this principle but there is a great variation in the arrangement of linkages to drive the displacer and piston , all better than the other fellows idea ! Friction and heat transfer loss are common limiting factors , hurdles that are unlikely to ever be overcome. Warwick



Time constraints only allowed a visit to the Geraldine Vintage Car and Machinery Museum with the Military, Route 79 and Historical museums having to wait for another time. At the Vintage Car and Machinery museum it was interesting to see the wide variety of (relatively) small tractors that worked hard on big farms in the Canterbury region.



← A 1930s Massey Harris GP model seemed to be the odd one out and set the template for today's massive 4x4 farm workhorses.

The cars and trucks on display were mostly English types kept in service for many years due to high prices and currency restrictions across New Zealand. ↓



A positive side to these restrictions was that an innovative local engineering industry grew up, building and modifying machinery to suit local conditions. One fine example is the iconic coal fired steamship TSS Earnslaw. This 330 ton vessel was built in Dunedin in 1911, dismantled and railed 300km to Kingston on Lake Wahatipu where it was reassembled and launched in 1912.

↓ After various overhauls and upkeep the Earnslaw is still ferrying tourists today, powered by its original twin triple expansion steam engines.



At nearby Wanaka a full day was spent wandering around the vast Toy and Transport museum, which displays hundreds of cars, trucks, machines and toys dating back to the 1900s. The sheer volume of exhibits is hard to take in with one visit but three examples are shown here. A big Russian built Antonov biplane dominates the English cars around it. ↓



The Euclid TC12 articulated dozer was an innovative design where the machine was divided longways with each half powered by a 6-71 GM diesel and free to pivot separately. It could be split down the middle and put on skates for transport →





← New Zealand's railways also needed much engineering innovation and hard graft to build rail lines through unforgiving terrain. A trip on the spectacular Taieri Gorge railway between Dunedin's main station and the hamlet of Pukerangi shows this well. The veteran DJ class diesel electric locomotives hauling this train are of the unusual BoBoBo design with three powered bogies providing maximum traction and the ability to negotiate tightly curved track. Front and back bogies swivel and the middle one is allowed side play to avoid derailment.



← Two Nissan Diesel concrete agitator trucks were powered by their own UD5 two stroke diesel engine. Hardly seen out here so some mistakenly think it was a copy of a GM twostroke but there is really not much in common .

Photos and words thanks to Peter Lynch

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Track Machine Engine Running

It turned out much more work than I hoped but then again it had been out in the weather since 1990 and the engine no longer turned so off came the head and it did not look too good !



Rusted Cykinder Bore



Ruined Valves and pitted seats

Nice valve job but seats are a bit deep and head had to be resurfaced



Refacing the valves



First start showed leaking welsh plugs so out with the engine again

Once back to gether wizzing over on the starter could not produce oil pressure so off with the sump .



Running Nicely at last

Warwick Bryce

Congeaed oil blocking pickup . A warning to everyone !





Wood replenishment. Peter and Nathan Morris have brought logs down from the clubs stock and spent time sawing them into suitable lengths for the clubs splitter. Once wood had been split, Des Lang, Craig Jackson and Laurie Hall had the timber stacked away in crates to ensure enough stock to see the club through to next year's steamfest. Aaron pic

Monash Rail Team With the Challenge's Live Competition starting in the UK at the end of June track days down at MSTEC have been full on with long hours and a full team beavering away developing and refining functions and reliability. The most obvious difference is the **Appearance of the locomotive** now Christened Wallaby and sporting a bodywork in the guise of an iconic Melbourne tram complete with a few passengers. Given that one of the judging criteria is appearance, being so different, this is sure to stand out and grab the judges attention given most others are expected to be of futuristic appearance. Snapped in front of our 1976 Z class shows just how fast fancy things can go out of fashion.



Diving into the electronics. Basically being a battery electric locomotive much innovation has gone into developing and calibrating computerized systems to control just about every thing to deliver maximum efficiency and safety.



Track Testing includes ease of control of traction during acceleration and energy storage during braking. Ride comfort and even automatic stopping at stations will also be evaluated.

Also distance accumulation is an important part of refining functions and establishing reliability, not just giving rides.



Introducing New Member Daniel Ives

It all started a couple of weeks ago when Rob Worland asked me if I could help young Daniel Ives unload his steam wagon bits on Thursday . Not really knowing the background but the name Ives meant something to me as I remember Bill Ives who looked after us *very well* on the MSTEC pilgrimage to Jondaryan Wool shed in Queensland for the Steaming Under the Southern Cross .

Checking out some old photos confirmed that was in 2009 and Mick Black took Peter Jackman's Sentinel Steam Waggon and Fowler traction engine along with my Little Red tractor and yellow Oliver crawler up there for the event so I readily agreed such is the Old Machinery network!

Anyway Daniel is indeed Bill's young son and so I will leave it to Rob to fill in some interesting details

Rob Worland 9th May 2026 writes

Daniel has found it easy to connect into our Steam Club:

His father Bill Ives is President of the Queensland Steam and Vintage Machinery Society (QSVMS) ,Petrie, just north of Brisbane.

Bill and Daniel visited our Steam Club in October . Daniel having moved down here from Queensland to take on a position of trainee engineman at Puffing Billy has a broad interest in heritage steam equipment. To this end he has just acquired much of a Foden steam wagon and recognised the Steam Club as a supportive setting for advice and working on it.

Interestingly research by Rob has shown there is a 100 year long thread connecting our club to Brisbane Steam that even tangles up Daniel via our Club locomotive No 43 , Clive .

Robs goes on to explain the Steam network connection starts with EKKA - The Exhibition Associated with the Royal Queensland show , held close to the center of Brisbane between the years of 1920 and 1990. All Brisbane folk and those from much of Queensland visited the exhibition over the years.

A regular attraction was a ride on the big 11" gauge steam locomotive that was actually built in Melbourne in 1926. On being purchased by Trindall's Amusements in 1928 it then did regular annual circuits of the Queensland Agricultural shows. In the earlier years, for its annual operation at the Ekka, the train was set up near the centre of the Brisbane show . Everyone attending would have seen it hauling happy children.

Daniel's father and grandfather may have seen the Trindall's loco operating at the Ekka but unfortunately Daniel's generation would have missed seeing it running there.

This 1960s, photo at the Ekka, show the Trindall's train is beside Bowen Bridge Road with the Royal Brisbane Women's Hospital in the background but that would have been before Daniels time.

All was not lost though because in August 2018 the loco reappeared, outside the Ekka, in Gregory Terrace, Bowan Hills, opposite Costin Street.

Daniel Ives is seen here on the left supporting the QSVMS display.



gauge was by then well established so it was built to this gauge So our loco is no stranger to Daniel .

Thanks to Rob Worland

Pic Daniels Foden Steam wagon kit probably 1917 model .

Though very incomplete and with a lot of non original parts Daniel reasons are you are unlikely to get an affordable complete one theses days so cobble up what you can and get it running and have fun . In the mean time keep an eye out for more original parts as they turn up . I agree with this strategy .

Warwick



The distinguishing feature of this 1926 loco is it's 11 inch gauge built at a time when there was no permanent miniature railways so gauge was a bit arbitrary so there was no reason to choose a existing gauge . However a couple of years later when more locos were needed another 4 more where built. One of these being the famous No.101 at the Currumbin Wildlife Sanctuary Queensland completed in 1964. Our loco No 43 Clive is a copy of this loco but being built a few years later , for Arthur Birch of Sydney, where 12 inch



Shenaganins Down at our Lake .



Not sure what was going on but a number of shifty looking characters armed with fancy video cameras were filming a couple of puppets in a boat on our lake .

It appears to be for some sort of animated video clip for the internet involving puppets up to no good.



Close up of the Fisherlady and 2 of the villains

Steam Shovel Report

Weir feed water pump test run by Ross Shilton and the Lyttleton boys show heavy wear on the gland area of the valve rod . Ray Bedford is happy to make a replacement but would like to use superior material .

Cabin roof The last hurdle of the hook bolts seems resolved with Rob Jones making a bending jig for Ron King.

Coal Bunker , ready for trial fitting thanks to the Blacksmiths but a bit of tweaking will be normal.



Cabin walls the last sheet and the extra bolts to finish it are expected this week .

Timber for Cabin floor Lloyds have donated some hardwood and have had it ripped to size by Ian Smith on the Goldsmith Mill. Warwick transported the timber there and back .

Next - Painting a few areas missed during the sandblasters need priming and painting help wanted urgently .

Tracks it is time we fitted the new joining pins and see if we can get the undercarriage to roll with a nudge from the excavator .

Missing Parts The Stones turbo Generator , and Bronze thrust plate have not turned up !

Free to a good home One genuine Australian Ironcore Transformer
240 volt input, 10 volt output at 80 amps, quite heavy.

This transformer is left over from my days of experimenting with the plating of specialized tooling. If you would like more info please contact me.



COMING EVENTS

Social Meeting 6 June Wednesday

Regular Events :- MSTEC Social meetings, 8 pm Scoresby. First Wednesday of each month .

Museum open every **Thursday, Saturday** and **Sunday** . Miniature Train running every Sunday 11 am to 4 pm

Museum Machinery in action. Last Sunday of each month **Except end of year December.**