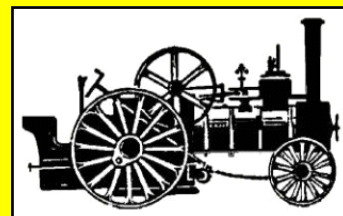


A Wisp of **STEAM SUPREME**



Extracts from the Melbourne Steam Traction Engine Club's Newsletter

Steam Shovel Boiler



Andrew , Ron and Rohan working on the steam shovel boiler

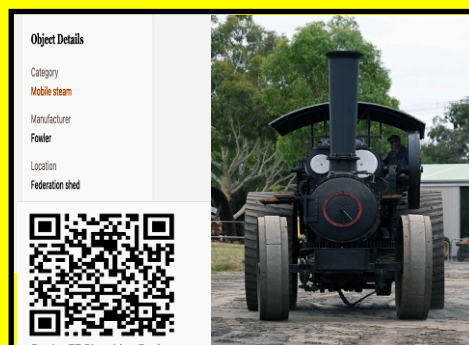
Roy's Vintage Machinery Handbook



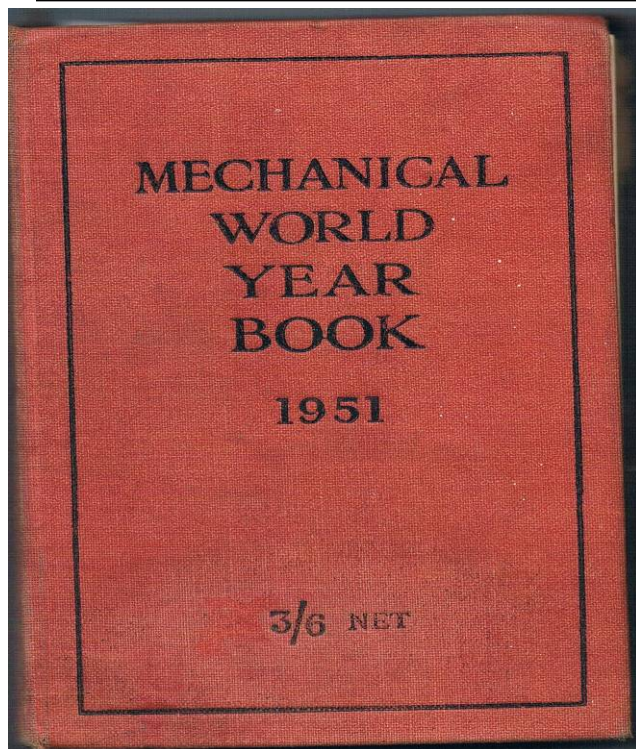
John's Oilers



Stagger Wheel Solved



Our Catalogue goes Digital



Roy's LITTLE RED BOOK

The other day Roy Odgers brought in a little Red Book he thought members might be interested in . It is quite small only measuring 4 " x 6" and 1" thick in the old money but never the less 268 pages . It is titled MECHANICAL WORLD YEAR BOOK 1951 and could be had for the handsome sum of 3/6 net (35 cents ! }

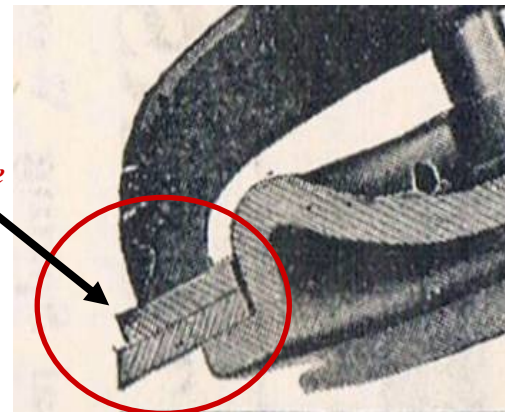
There is no clue to the publisher but it is obviously English with the Preface launching straight into a lecture on how industrial prosperity will decide the future of modern life that can only be enjoyed by augmenting the productive power of the individual with mechanization of industry . The next page beats the drum with a description of the latest Government scheme to encourage business to export more in order to improve the balance of payments while minimizing any loss arising from failure of payment from customers abroad. All very well but sounds like a message from the UK Government to me .

Once over the propaganda the book contains a curious mixture of ads by engineering firms sprinkled between tables and formulas for a vast range of Engineering disciplines involving machining metal, thermodynamic cycles, strength of materials and boilers performance . All history by now but it is the ads that are interesting as many are for products we come across in our hobby . When you combine them with a bit more up to date information from the internet it becomes a statement of the times while giving an opportunity to learn a bit more about who made what and their ultimate demise.



← The first ad Roy highlighted showed the cross section of a boiler manhole cover that closely resembles those on the Steam Shovel. In this case the product of Charles McNeil at his Glasgow , Kinning Park , Hydraulic Forge in 1872 and by 1917 in very common use for boilers and tanks.

Note the doubling ring to reinforce the man hole cut out in the boiler shell . Its must be close fitting to avoid the sealing gasket being extruded out under pressure.



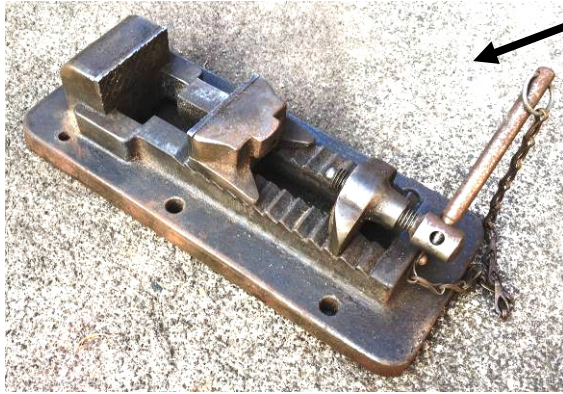
These are all areas that the boiler inspector will be interested in on our steam shovel so we have to make sure they are all brought up to standard before his visit.

The internet goes on to say that between the 1940's / 60's McNeil's major products were foundry ladles, air receivers and heating boilers . By the end of this

period they had been taken over by Marshall and Anderson of Motherwell located about 20 km south east of Glasgow on a huge industrial area that had sprung up with the coming of the railway and steel works at the start of the 20 th century. In 1972 mention was made of industrial relations at the factory so obviously the rot was setting in The steel workers 1980 strike brought a catastrophic collapse in the industry of Motherwell and closure of important local customers as the pendulum swung the other way so by the end of the 1980s it was all over according to Wiki .

The next ad was for the Charles Taylor machine grip—rack vices .What caught my attention is I have a similar one but untill now knew nothing about it ← Charles Taylor established his Birmingham engineering business in 1866 and quickly became renowned for producing durable 4 jaw self centering lathes chucks , bending machines and metal spinning machines supplying British industry at home and in the colonies.



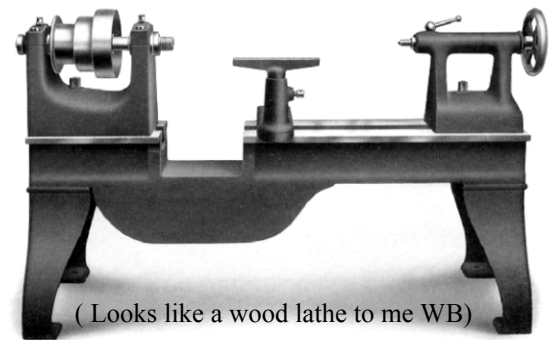


Warwicks little 4 inch Taylor Vice does not show much use. As for the vice I have not found it particularly useful as the sliding jaw and jacking screw are separate pieces so often requires both hands making it awkward if you need to hold a piece, say round work, in place while tightening the vice up.

Taylor's metal spinning lathe. Note the hand tool rest in lieu of a saddle and cross slide.

The company was still advertising in 1970 but with the coming of the 4

Taylor Spinning Lathes - Earlier Types



(Looks like a wood lathe to me WB)

th generation of descendants it fizzed out as a machinery manufacture in 1999 but lives on to some extent in property management.

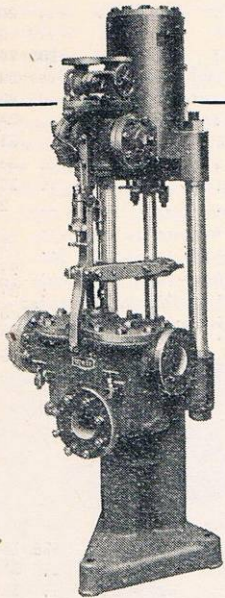
192

MECHANICAL WORLD YEAR BOOK

Weir Pumps

WEIR

PUMPS & AUXILIARIES



BOILER FEED PUMPS

For highest pressures and temperatures. Direct-acting; Steam Turbine and Electric-Driven Centrifugals.

BOILER CIRCULATING PUMPS DIRECT-ACTING AND ELECTRIC RECIPROCATING PUMPS

For Marine and Land Duties, for handling Water, Oils, Tar, Solutions, Ammoniacal Liquor, etc.

OIL PUMPS

Transfer, Cargo, Fuel Pressure, Forced Lubrication; Hot Charge, Reflux and other special duty pumps for Refineries and Cracking Plants.

Feed Heaters, Evaporators, De-aerators, Condensers and Closed Feed Systems, Air Pumps and Ejectors, Air Compressors, Boiler Feed Regulators, Homogenisers, Refrigerating Machinery, etc.

A separate pamphlet for each product is available. Please state which is of interest.

WEIR LTD
CENTRICART : GLASGOW



People often mention them as a matter of fact but I always wondered why they were called weir as they seemed a bit small to pump from the Hume weir! Although I have seen one on the Darling river. above the Bourke weir for a domestic water supply.

As a result of this ad in Roy's little book I now know they are nothing to do with weirs but 2 Scottish brothers by that name who made ground breaking developments in steam pumping when working in Scottish ship yards. The most significant product that still carries their name is this direct acting vertical boiler feed water pump.

In particular is the direct acting model with a steam cylinder directly above a smaller water plunger. Although both plungers are subject to the same boiler pressure the steam cylinder being larger has enough extra force to enable the plunger to deliver water directly into the boiler against full pressure. The real magic is in the valve gear that allows the pump to stroke up and down in a



Some typical
DAVID BROWN PRODUCTS

DAVID BROWN
& SONS (HUDDERSFIELD) LIMITED
HUDDERSFIELD ENGLAND

controlled fashion without having to resort to any rotary motion.

The firm of 2 brothers George and James kicked it off in 1871 and quickly grew establishing an engineering works in the shipyard area of Glasgow. They were responsible for a number of ground breaking developments in the area of liquid handling becoming particularly well known for their boiler feed water equipment both on land and at sea.

Lesser known is that during the WW1 the company turned to producing munitions and war materiel including over 1100 light aircraft.

Ackn company blurb. As what seems to becoming a familiar story by the 2000's the company was forced to amalgamated with other companies in the same field including [Alley and MacLellan](#), [Drysdale and Co](#), and [Harland Engineering Co](#) to become the Weir Group. With decline in steam they are now concentrating on mining oil and gas industries.

David Brown is another name very familiar to our movement that pops up in Roys Little Red book. While the name is synonymous with tractors that is not really what they are now all about although the story is somewhat familiar. David Brown started out as a pattern maker in

1873 at a time when gears had cast teeth which by nature were not very precise or strong . By 1898 he made his first machine cut gears in a factory he had set up in Huddlesford a textile city in Yorkshire .going on to specialize in transmissions , propulsion units for ships and heavy duty gear drives for the mining industry. During the war they concentrated in steering transmissions for tanks and made all the gears for Merlin engines. The company went on to form joint ventures with other manufactures such as Radicon and even Richardson Gears of Footscray Vic. going on to become the largest gear and gearbox manufacturer in the world. In the 1930's David Brown got side tracked by Harry Ferguson who was looking for someone to make his tractors but they soon fell out so , in 1936 , went on to produce his own which became the most popular tractor in the world at one time. By the 1960's manufacturing in the UK was in turmoil with outdated equipment and strikes up to 1 year in the labour market so they sold off the tractor arm to Case. In the mean time young David Brown , grandson of the founder became interested in exotic cars amongst other things and bought out Lagonda and Aston Martin which he produced for some years. Today with gear manufacturing facilities in 18 countries they are still recognized as the leading gear specialist.



Farrar Boilers Now we come to the little ad that caught Roys attention , an invitation to get a free ! slide rule for steam boiler calculations .

Now I know we have a Farrar boiler for the Lyttelton engines but I could not find any details about them on the internet. To me this little ad encouraging you to send away for a free calculator , is just the steam age equivalent of

"Just click here with your email address to get free rewards ."No thanks

← **Our Farrar Steam Boiler**

SS SS SS SS SS SS SS



**Qualcast 18" "Lawn Speed"
Rotary Mower**

Stagger Wheel Mower

MYSTERY SOLVED

Thanks to a very prompt reply from David the mystery of who made these mowers has been solved.

It was an English company named **Qualcast** who set up an Australian branch located in Sunshine / West Footscray in Melbourne in the early 1930's and producing these rotary mowers between 1953 and 1957.

Our mower is the 18" cut Qualcast "Lawn Speed" "powered by the British JAP 2 stroke engine developing 2 HP with a 3 bearing crankshaft , AMAL carburettor , recoil starter with Nylon cord . Price 45 guineas The smaller 16" Mower had a Villiers engine and cost £ 49/12/6 . In those days a pound was \$ 2 and a shilling 10 c while a Guinea was even sillier at 1 pound 1 shilling all designed to trick you into thinking the dearer one was cheaper .

Company Background It all started with an Iron foundry in the early 1800's making stoves and fire grates in Sheffield England . The son moved the factory to Derby in the mid 1850's to be nearer the markets , raw materials and railway network while changing the name to Derwent Foundry . During the first world war the firm , now ran by the grandson diversified into precision castings for the emerging automotive industry. In 1920 they adopted the brand name QualCast for their range of products that , by then mainly centered around innovative and durable lawn mowers and related garden equipment . Through a policy of commercial and technology development supplemented by the acquisition of other faltering lawn mower companies they ended up a near monopoly which made them a household name in the UK. and Australia Ackn Powerhouse Museum.

These early mowers had a cylinder of knives that was rotated through gearing by a pair of drive wheels when pushed by hand so took considerable effort to push. →



Local Branch An Australian branch of the firm , Qualcast (Australia), was established in Footscray in the early 1930s with the specific aim of producing lawn mowers in Australia to stem the tide of increasing American imports of similar products.

The 1936 Australian model H version had bigger drive wheels with deeper cleats to increase purchase but still had limitations particularly in the country →

. A hand mower did not have a chance at all on our farm . Occasionally Dad slashed the grass with a scythe during the snake season.

After the war with the UK industry in tatters the usual amalgamations took place with Qualcast joining up with competitors such as ATCO , Suffolk Iron and Birmingham Castings .



Their Product Range

was expanded to include domestic mowers assisted by a small petrol engine to drive the knife cylinder. Although they did a good job of well maintained city lawns they could not cut it in the bush. Their larger professional mowers were usually self propelling.

← *1950's Qualcast with a Villiers 2 stroke air cooled petrol motor to drive the Knife Cylinder . The cutting action is shearing like a pair of scissors giving a very nice cut*

Competition With the advent of the Victa "Toe Cutter " , rotary mowers were clearly the way to go so Qualcast had no alternative to follow suite and we saw the introduction of the "Stagger Wheel range" in Australia

A early advertisement , found on the interweb answers the question of its unique features. **It Proclaims**

- Latest and greatest development in rotary grass cutting
- Featuring Australian and American features brilliantly combined .
- Safety skirts gives the fullest protection from whirling

blades and flying stones . Obviously referring to the Victa which one muddled forum contributor mistakenly refers to them as finger jambers !)

- Mows right up to walls and shrubs Scientifically offset wheel placement for better balance , easier mowing and lets you mow closer to fences , walls borders or shrubs. Acknowledgement Quacast Ad in Australian Women's Weekly November 27 1957 so there you are now we know why the offset wheel .

Where were the Stagger Wheels made That just leaves the question where were the bits made

Engines Ads refer to British Made JAP and Villiers engines ours has "JAP London "cast into it .

Base we know it is identical to the American Lawn Boy but was it imported or made locally with their blessing ?

I can only speculate but given the punitive tariffs on imported goods at that time and QuaCast having an iron foundry at Footscray it would not be too hard to make aluminium bases in Australia for themselves.

The Opposition About that time a car came up our lane and out jumped a Victa salesman hell bent on demonstrating the new Victa . Sceptically Dad said if it could cut the lawn he would buy one and lead him around the side of the house where the grass was nearly up to the window sills. "No worries" he said and started it up revving and roaring he charging at the grass while pushing down on the handles to raise the front wheels into the air then letting the front back down sending cut grass flying everywhere till the engine nearly stalled . He then let the revs build up and into it again . He obviously knew a rotary mower uses the inertia of the hinged blade to break off the grass by hitting it at high speed which accounts for the tattered cut .

Dad was totally amazed and bought the mower on the spot hence vindicating the slogan "Victa turns grass into lawn " ! A Stagger Wheel would not have stood a chance . Without a product and given the pommy industrial climate of the day the Australian branch closed in 1960 and the parent company were bought out by Bosch in the 1990's and soon just became a brand name . (heard that somewhere before !)

With a story like this I just had to drag my old Toe Cutter out of the shed and take its picture →

That just leaves one more mystery . Why is this Victa deck painted hammer tone blue , not dissimilar to the Qualcast , instead of the usual dark green . ? Warwick Bryce, Steam Supreme

Acknowledgements Internet and some of the mower forums



Our Collection Goes Digital: Introducing the National Steam Centre online catalogue

Duncan Meyers has been putting a lot of work in dragging us , huffing and puffing , out of the steam age so here is a rundown on the way forward. He Writes

I've been building something I hope you'll be pleased to see: a complete **online catalogue of the National Steam Centre collection**. Every engine, boiler, tractor and machine in our sheds now has its own page — with photographs, history and the stories behind its restoration — all gathered in one place and easy to explore from a phone, tablet or computer *Here is what he has come up with*

National Steam Centre

Melbourne Steam Traction Engine Club

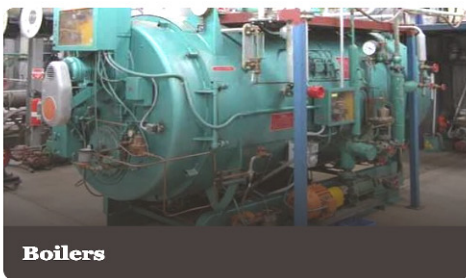
The Collection

Explore Australia's industrial heritage through over a century of working machinery, lovingly preserved at Scoresby, Victoria.

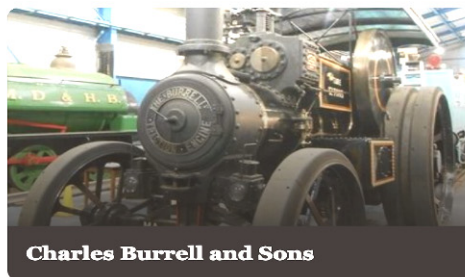
[Browse the full collection](#)

Browse by Category

The Home page Browse the whole collection grouped by Category



Boilers



Charles Burrell and Sons



Compressor



Industrial Diesel - single cylinder



Workshop equipment



Tractor



T.S. Lyttleton



Traction Engine

Not all shown here but they will also include Blueprints

Compressors
Industrial diesel multi cylinder
Workshop manuals
Trucks and earth movers
etc. etc. etc.

Why it's good for visitors:

Browse the whole collection. Machines are grouped into familiar categories — traction engines, mobile steam, industrial diesels, boilers, tractors, workshop equipment, even blueprints and manuals. You can start from a category or simply search for a machine by name.

A page for every exhibit. Each object has its own page showing photographs, a plain-English history, its maker and year, where to find it on site, and whether it is currently operational. Where a member has written up the full technical detail or restoration story, that sits there too.

For Example
each exhibit has
it's own page—
Photos. History,
key details and
a scannable
code



Fowler Z7 Ploughing Engine

Object Details

Category
Mobile steam
Manufacturer
Fowler
Location
Federation shed
Status
Operational



Fowler Z7 Ploughing Engine

Print QR code

This impressive pair of Z7 ploughing engines came to Australia to aid the construction of Murrumbidgee Irrigation Scheme . One was purchased by MSTEC 1n 1971 and the other belongs to a club Member

They can be seen in action ploughing at the annual SteamFest rally. The club owned engine is generally steamed on the last Sunday of most months . It has undergone a major overhaul with new tubes , a new chimney and canopy

Scan-and-read at the machine. Every object page carries its own QR code that can be printed onto a label and placed beside the exhibit. On an open day a visitor just points their phone at the code and the full story appears on their screen — with no app to install.

In any language. With a single tap the pages can be read in a visitor's own language — 33 languages as of today - a real boon for the many overseas visitors we welcome to Scoresby.

Electronic Signage on the big screens. Information screens around the Museum display Train ticket prices, What's On information, collection content, and switch automatically to running-day information when engines are in steam.

Why it's good for members:

It preserves what we know. So much of the knowledge about our machines — where they came from, what was done to restore them, the little stories — lives in the heads of the members who did the work. The catalogue captures that in one place, so it isn't lost.

It shows the club at its best. It is a shop window for the collection and the craftsmanship behind it — a real help in drawing visitors, and new members, through the gate.

Searchable electronic library of our documentation. Every document that's uploaded to the library is scanned for text - even photos - making it easy to find manuals, blueprints or photographs with a keyword search

Full log book/maintenance record. A full maintenance log book for each machine - includes service records, parts and lubricant listings, and even generates and emails you a shopping list when its time for some TLC.

Parts and tools inventories. Catalogues of spare parts and special tools with their locations to make them easy to find

Steam Supreme. An online searchable catalogue of Steam Supreme magazine

It's a record to be proud of. The restoration histories in particular are a fitting tribute to the countless hours members pour into keeping this machinery alive.

What's next

The app is in beta - that is; it's in limited use for testing and bug squashing. The catalogue runs here at the Centre.

Chris has put in an application for funding to help with the cost of hardware we'll need to roll the app out across the Museum and expand our wireless network to support the app

Work is underway to make it available securely over the internet, so that members and the public can enjoy it from anywhere and so that pages can be featured on the club's own website.

Next time you're at Scoresby, keep an eye out for the QR codes appearing beside the exhibits — give one a scan and see your collection come to life. And if you have photographs, history or corrections for any machine, please pass them along: the more members contribute, the richer the record becomes.

Finally, my thanks to Rohan Lamb, Chris Glassock, Andrew McCoy, Neil Meyers, John McDonald and the Committee for their help and suggestions for new features and functionality. Duncan Meyers

SS SS SS SS SS SS SS SS SS SS

Around Our Club

Andrew on a mission to find some Whitworth taps .

Ron King tackling the carrot bolts . If they fall in you are in trouble.



Rohan Lamb scrutinizing his files and taking measurements for his design of a replacement thrust bearing.

Steam Shovel Boiler After 2 years of talk it is heartening to see serious work has started on the Steam Shovel boiler. While it was not full steam ahead Andrew Grieves put together a little team to start getting it ready for the Boiler Inspector . Up to this time about all that had been done was thickness testing , removing most of the fittings and extracting wasted studs.

Now we have a plan of what needs to be done serious work has started with Andrew cleaning up flanges dressing up the faces and running a tap through the threads . Rohan sorting out the hand hole doors with most looking it will be simpler and better to make replacements than welding up and grinding back the old ones . Rohan is cataloguing the parts and reverse engineering the thrust bearing which we have given up on ever finding

John Mills and Warwick extracted the remaining 5 carrot bolts that hold the boiler tie rods onto the barrel . Tricky work as the heads are out of reach inside the steam space and we are all too big to get through the man hole. The answer was a snake catcher's lasso.

Garrett Oil Cups John Mills has been very busy machining replacements out of solid brass bar which has almost resulted in setting up a production line given the many drilling , milling boring and threading operations required to make them from solid.



← **John's set up for milling the hexagon . John Mills pic** A semi finished oiler is mounted horizontally in a rotary table on his milling machine . A cut with an end mill produces one flat . The work is then rotated 60 deg and another cut taken at the same settings . Do this 6 times and you have a perfect hexagon

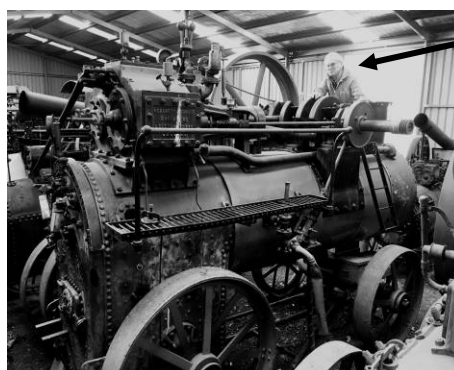
John fitting the big one to the Garrett →



This view of our R. Garrett & Sons Leiston , England gives an idea of the size of the Ex Cerberus engine .

It is mostly complete except for jewellery like oilers and is generally in good order .

John can just be seen on the crankshaft



Making an old Mans Day

The July RunDay was a beauty with a few unexpected happenings adding to the visitor experience



David Hooke admiring the Willans installation . He was the foundation designer and this is the first time he had seen the finished article

Willans Foundation . Ian Malcolm introduced me to an excited gentleman who was enthusing over the Willans foundation and was mighty impressed to learn that it was perfectly stable with no vibration and had all been put in by ourselves.

His claim to fame was he designed it for us when working for T.D.& C .Constructions Burnley in 2015 .

He said , although he had designed many foundations in his time this was the first time he had seen a completed job .What normally happens is that once designed it is passed back to the owners who then handle all the arrangements for construction and machinery installation so he never gets to see the finished job. Often each mob involved want to add their own touches so it ends up not bearing much resemblance to his original design

He then asked who where the constructors and who did the machinery installation and was mightily surprised to hear we did it all ourselves and the credit, for the concrete work must go to Construction Engineer and Club Member s Bill Dazenko , along with some help from me. We each put over 1000 hours into the job with much help from various others thought the year not forgetting Phil Randal .

He then asked if we had to make many changes , well not really but just in a couple of areas as the soil turned out much wetter than expected . This required dams and pumps to intersect incoming water and the necessity for the piers to be opened out from 700 to 1200 mm dia and extending down to bedrock at 6.5 m. This all impressed him greatly and he excitedly called over a young lad and pointed to the initials D. F. H. on the title block on the banner and said this is me !

I take it to stand for David Hooke so that certainly made the day for an old man and , I assume his grandson . He was mightily impressed on what we had achieved , especially by Volunteers so it should not be taken for granted.

Mr Burrell .

We made another persons day as well. This time a younger man approached us wanting to know if we had a Burrell steam Engine . Stumped for a minute I thought of Hayden's traction engine but was not sure so took them around to check it out . To my relief here was **Burrell Thetford** highlighted in yellow raised letters on the red wheel hubs so pointed it out. You should have seen the look on his face when he cottoned on . Although the engine is still work in progress he was mighty impressed with the size and

condition not having seen any Burrell products before .

So it turns out he is Mr Burrell a descendant of Charles himself but he pointed out we pronounce the Family name incorrectly the emphasis should be on the first syllable making it BUR-uhl .

Unfortunately I forgot about Neil Meyers Burrell traction engine in shed 9 as work in progress or I would have showed him. It is a single crank compound and the biggest one they made so he would have been even more impressed even though its wheels are still to go on .



Searching the internet for the firms background turned up the same story as all the others pommy ones in this issue of SS. A small maker of innovative agricultural products expanded into portable steam engines and soon went on to make the first traction engine. Subsequent generations became involved in the rapid expansion as the industrial revolution kicked in and the company was soon making engines in large numbers while becoming well known for their magnificent Showman's Engines. Difficult times followed after WW1 as the pendulum swung the other way with cancelled orders and worn out machinery forcing amalgamations eventually folding in 1928. Today their engines are highly regarded and very much a favourite for model makers in all scales..



As for the works one of the building still exists being grade 11 listed but our Mr Burrell found it rather underwhelming

Tunnel Borer Just when I thought the RunDay was all over someone rushed up to me and said is there all sorts of tunnels under here. Caught a bit off balance at first I thought of the stink pipe and then the associated main trunk sewer so answered "Yes". He replied "Then that is the Tunnel Boring Machine I made that you have over there!" That made his day as well. How Good is that?

Looking up our Steam Center Guide revealed the site we currently occupy was actually one of the access points for the Dandenong Valley Trunk Sewer and this was the smallest of the 2 TBMs used in boring it during the first 1/2 of the 1970's. It was made in the Melbourne Metropolitan Board of Works workshop. It is of the type that has an extendable shield immediately following the rotating boring head to allow shoring and form work to be put up to support the soft ground as so it can be concrete lined as it goes. It became known as the Melbourne head and became recognized internationally. ackn A guide to the National Steam Center.



The boring head. The outer casing remains stationary as the rotating cutter head and teeth are slowly forced forward by a ring of hydraulic jacks thereby slowly gnaw away the soft mudstone.



Rolls Royce Visit certainly added something extra compared to our regular RunDays. The RR people found plenty to interest them around our museum while we had the chance to see something different in the way of cars. Two cars in particular caught my attention.

← This very recent model was certainly attractive while departing from the traditional imposing RR styling clues such as large round headlights and prominent flat vertical radiator, items that screams out Rolls Royce.

One thing had not changed → though, was the RR emblem in the center of the wheels, or had it?



I noticed the front left one was up the right way so tried rocking it but it would not swing so I put it down to coincidence. Then I noticed they all where the right way up so there had to be more to it. As the car drove away all wheels rotated normally while all the emblems remained the right way up



A search of the internet revealed it was a feature on some of the latest cars but did not offer a technical explanation of how it was achieved but it is obviously a unique feature you get for your money.

Perhaps I will experiment on my Chev buck board and have something similar for their next visit!

← *There where plenty of classic RR here. With this one being admired by MSTEC member Brad Hector and friend*

(Vice) Prez Sez

In my June (Vice) Prez Sez I mentioned in passing my grateful thanks to all of our members who volunteer their time to assist in myriad ways to the overall benefit of our club. It was, on the most recent Thursday work day thinking of all the “behind the scenes” work that happens in the home workshops of members; be it fitting, machining, collating of components, chasing up on parts (even as small as nuts and bolts), so that upon returning to the club at their next opportunity, their efforts are able to progress an ongoing project that they are assisting so that the team are able to lead towards its eventual completion, thereby becoming another wonderful addition to the numerous historical exhibits that our club possesses.

Thinking of the machining aspect, members who carry out this workmanship in the home workshops do so consuming their own power, consumables, tooling (tips and bits aren’t cheap!), and almost never ask for anything in return. So without much fanfare I would like to acknowledge (in no particular order:) Ray, John M, Ben, Bruce, Hayden, Warwick, Hamish, Rob, Tony and the list could go on! (Please accept my humblest apologies for whoever I may have missed or overlooked) – suffice to say **all of your efforts behind the scenes are truly gratefully appreciated!**

I am writing this tonight, after having attended the Run Day at our Club. Today the Rolls Royce Car Club were in attendance at our grounds for their get together, and, I was a little tardy in getting around to viewing their cars. Towards the end of their display I did get to look at a beautifully restored 1924? Royal Blue limousine that was able to have the rear part of the soft top folded down to produce a convertible. Upon speaking to the owner (No.5) I was informed that the car had travelled over 700,000 miles (my quick calculation; one million, one hundred and thirty four thousand kilometers!!) This surely must be some form of a record! I just thought I would finish off with this fact!

Roy ODGERS

SS SS SS SS SS SS SS SS SS SS

Railway Report . Train Income has

been particularly good the last 2 weeks with \$ 1240 taken on the 19th , a combination of school holidays , a birthday party and better than expected weather . The train ran fully loaded without chance for a break till 1:30

Last week end , being a RunDay it was even better with takings around \$ 1500.

Looking for Volunteers, with takings like it is an important income source for the club with natural attrition and vacancies not being filled train duty is falling more and more on just a few. With many new members coming on stream lately it is hoped a few can step forward and offer some relief

It is not hard work and you will always be put with an experienced person making it an enjoyable day . Contact Rob Worland if you think you can help.

General Maintenance with a dryer winter than usual general maintenance around the railway has been proceeding with Peter Morris spreading mulch on the sides of the cutting , ballasting and mowing being carried out and improvements to the train shed layout have still been continuing.

Steam Shovel Report **Roof** It is important we get this on to protect the machinery from the weather and remove the scaffolding from inside so we can get on with fitting up the coal bunker that has been waiting for some time . This revolves around finishing off the hook bolts then getting a cherry picker in to be able to reach the roof . We then need to concentrate on the flat veranda roof .

Tracks To finish off the base we need to free up several seized pins. The first approach is applying heat and force to get some initial movement with them still in place . For this we need a couple of big propane burners and something to give them some persuasion. Any suggestions or equipment will be welcome .

Boiler Andrew Grieves is starting to put a plan of attack together with the first step working out just what needs to be done Rohan is marking up a drawing with the thicknesses done by Warwick

Name We need to think up a catchy name, a good one applies for several reasons but watch copyright. Warwick Bryce

Can you help Ron ? We are asking members or anyone else if they know of the availability of such things as boiler gasket material, boiler fittings , solid steel shafts , spur cut gears , industrial rack and pinions and such . Either for free or reasonable cost price. Many members know where such things can be found or made available but often do not know members are looking for them / So we thought we’d try utilizing Steam Supreme to help out . If you can please email me on rgk09807@gmail. And I will get back to you . Many thanks , cheers Ron King com

**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.**

COMING EVENTS