Cover Photo
A happy looking Thursday
Gang on the first train through the new cutting early Sept 2016

Insert
First pipe going in at start of railway earthworks May 2015

Also in this Issue
Railway Completed
Steam Ploughing at Great Dorset
The Steam Plough Club celebrated its 50th birthday at Great Dorset with a number of Working Engines ploughing the hill behind the Fair. This was supported by Special Displays down at the N.T.E.C. marquee were Phil and Warwick found a surprise exhibit.

A GREAT SEQUEL to Melanie's Engine Fowler 9691

You will remember the feature story in last months SS about UK traction engine owners Melanie and Simon’s trip to Australia to research the background of their Fowler A4 engine and also how a visit to the Melbourne Steam Traction Engine Club was fitted in to coincide with our May Men’s Shed Day. Melanie finishing up her story with the invitation “….and if you are ever in the UK please get in touch. “ Well thanks to a Great Co-incidence at the Great Dorset Steam Fair this happened sooner than expected and what a Great job they have done with their engine.

The sequel started innocently enough with the usual Great Dorset thunder storm sending Phil Randall and myself scurrying into the hospitality pavilion of the Steam Plough Club. Stuck there for a while our attention was drawn to an unusual looking partly assembled ploughing engine.

Left Rare Ploughing Engine, pre horn plate type, being rebuilt by Roger Luck from such a state that only the left front wheel and winding drum could be utilized. Accompanied was an extensive display of patterns and photographs showing the enormity of the task.
Closer inspection of the engine showed it to be almost all new and built to a very high standard but a couple of rivets holding the chimney base to the smoke box did not look quite right. While discussing this between ourselves a gentleman in blue overalls and with a mug of tea was hovering around looking like he had some equity in the engine but we took no notice and cheekily opened the smoke box door to discover the ”rivets” had nuts on the inside.

At this point he stepped in and explained it was only a temporary measure to fit the chimney for the show. Appreciating our interest he then explained his involvement in the rebuilding of this rare ploughing engine from a very derelict state. With the ice broken he introduced himself as Roger Luck the part owner of an Australian engine in conjunction with Melanie and Simon who, he told us, had recently been to Melbourne. I astounded him by saying I had met Melanie, just then she walked in! and what’s more their engine was just outside. By then the storm was past and we were invited to inspect the Fowler on display in front of the tent with its Mitchell stump jump plough. What a thrill meeting Melanie and Simon again and actually seeing Fowler 9691 we had heard so much about.

**Right** Melanie & Co’s Australian stump jump plough and A4 Fowler 9691 made up the direct ploughing display outside the Steam Plough Club tent. It certainly had the attention of the English as direct ploughing was novel enough let alone the workings of a stump jump plough or why you would want such a thing anyway. She was excited and felt it was a wonderful privilege to exhibit her own engine at Dorset since she first visit as a little girl.

This is the sort of thing that puts the Great in Great Dorset.

**GREAT PLOUGHING** Great Dorset Style

Things are not done by 1/2 at Great Dorset. The Steam Ploughing play pen extends up the hill and over the horizon to the line of trees, nearly 1000 yards in all.

Something that caught Phil and Warwicks eye was the Turning Harrow which unlike a balance plough had both cables attached to the swivelling wheel at the front so that at the end of the run a pull on the following cable swung the wheel onto full lock and the harrow executed a neat U turn ready for the pass back to the other end.

**The Basil Gibbons Turning Harrow**
Right The Fowler harrow was worked at the bottom of the field by this very early 1870's single cylinder Fowler / rebuilt by Wilder in 1927 still retains its tender steering.

Left An unusual feature was the steering wheel which was mounted vertically on the side of the tender behind the rear wheel and steered the front axle through a couple of long rods.

Apparently the engine steers in the opposite direction to which the wheel is turned. This sounds ridiculous at first but is understandable when you consider that it was made in 1874 when virtually no self propelled vehicles existed certainly nothing that steered using a wheel so no convention had been established. (The first cars used tillers up until the mid 1890’s).

Anyway after showing a bit of genuine interest in the rig we were soon invited for a closer look and before long were offered a ride on the harrow.

Right View of the Great Fair from the top of the hill all 600 acres of it. The threatening Great Thunder storm can also be seen.

We hopped on and with a blast of the whistle were off up the hill at a good clip but still no sign of what was pulling the plough but whatever it was it did not sound quite right. Then pop over the crest was a Diesel engine perched on top of the remains of a ploughing engine.

Above The engine over the horizon was a Fowler BB1 converted by McLaren to Diesel power

Right A closer look at a McLaren Diesel conversion. The flywheel has been replaced by a smaller gear. This is driven by a spur gear fitted to a right angle drive on the back of the diesel.
Hi All
Just a heads up on current progress, which most will already know.
As can be seen from the attached pictures all of the old redundant track has been removed and stored ready for refurbishment and further use.

Rail Extension
from Ray Bedford

1/ Last Run on the Old Track
2/ Fitting in the Final Panel
3/ Matching up the Transition
4/ Cutting Ends to fit
5/ Drilling for Fishplates

East Rail Extension

The following series of pictures, mostly supplied by Ray Bedford, tell the story of the rail switch over.

PROJECT COMPLETE
The area chosen for rail storage was selected for a number of reasons, which I will explain in the hope of answering any possible questions:

They are stored on land never used for any other purpose.
They are easily available for use on the western extension if this project is deemed viable.
They can easily be transported on the rail track to the shed for re-sleepering etc.
Neatly stacked they provide a little railway-ana...
Now that the track has been removed the Tram Team can now lay out the exact location of their acquisition without the need to move it a second time.

If anyone has any ideas or possible plans to use any of the old track bed for Rally or any other purpose, now is the time to bring forward such plans, as I have heard Peter is thinking of scraping it up and putting the materials to some other use. Any of the old area not required needs to be cleared and returned to grass if it is so desired before we have an added weed problem.

Ray

In closing I would once again like to personally thank everybody who has been involved in this project and hope they will gain great satisfaction from a project so well executed. It will take some time before it is realized just how much benefit to the club the completion of this project will bring, with uninhibited access to all of the extra space. This project was also achieved without any loss of running time. What is needed now are a few people with artistic and visionary skills to enhance the view from the ride, with railway-ana and maybe the planting of suitable green things.

At this point I believe I should declare this project complete. Ray

Ray thanks all those involved but it actually goes back much further than most realize, 2009 in fact.

BACKGROUND

The Railway relocation to the new boundaries has been a part of the Clubs 20 year Long Term Grounds Development when the Village Concept, with displays grouped into precincts, was adopted as the way forward for the following reasons:

— Social requirements of visitors and members are best met through having facilities and displays concentrated in one area
— Building area can be doubled without encroaching on our hard standing or grassed areas around the lake through a new line of sheds behind existing sheds
— Treasures moved to the new triangle of land on the west behind the trees.
— Railway requires relocated to boundaries but gives the opportunity to extend and enhance the ride.
— Staged development to spread the load. And cost
— Major exhibits such as dragline and tug are located in the village
— An attractive visitors entrance.

While the relocation has been on the cards for years it was really precipitated by the Bay zero opportunity to house the Sugar Mill Engine.

Right Vision for Railway extracted from the 2009 Long Term Plan.
The Latest full version is available in meeting room.
Johnson Portable

A Great landmark was achieved with the closing up of the Johnson boiler almost 20 years after restoration was started. After completion of the tube plate welding work and fitting the big plate to the boiler top by Brad Treadwell and Rohan Lamb all that remained was riveting in the junction with the front tube plate. This was completed Saturday 25th by a keen team of MSTEC members including Adam Powell, Duncan, Kasper & Neil Meyers and Steve Nicolls overseen by Ben Klaster. Final dressing up should not take long as Bob Ayris and Ben Klaster pretty well have all the fittings ready to go on. It will be a great achievement to see this unique Australian engine with its important local gold mining provenance brought back from the dead.

Steam Car Developments

The October Run Day saw many visitors turn up being part of Seniors Festival. I engaged a couple in conversation who were showing a keen interest in the Diesel section and in passing it was mentioned they were part of the now defunct Melbourne Steam Car Club. Well I said “have I got something to show you come this way”. When they saw our White they almost wet themselves. They considered the club very fortunate in being given such a rare car and so mechanically complete and in good condition considering it is now well over 100 years old.

Dumper

The little dumper has been delivered and what a handy little jigger it is too. While it has done a fair bit of work it has stood up well. The engine is in good condition being easy to start and has that characteristic Doomp Doomp Doomp…sound of an English single cylinder Diesel. The only deficiency was in the brake department but Ian Malcom, Len Brighton and team soon attended to the stuck adjusters and wedge cams so it is now all systems go as well as stopping.

Above Tim & Frank inspecting the White. Thanks to info gained in the UK the missing boiler brackets have been fabricated allowing a trial fitment.

Right Warwick tries out a White Steam car for size in the UK thanks to some very helpful people.