



## DECEMBER 1987 ISSUE 14

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### COVER

Model "D" Moline Universal, Engine No.R39059 Chassis 30067, about 1920 vintage. Part of the Temora Rural Museum (N.S.W.) collection and photo taken at the 1986 Annual Live Exhibition.  
Operator Robert Maslin.  
Photographer Ron Maslin

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## CURRENT COMMENT

### Lake Goldsmith- 50th Rally

The Rally was an outstanding success thanks to our hosts, the participation by all and the unusually fine, warm weather.

### National Convention

This all important event, naturally associated with much uncertainty, produced some very positive outcomes. It was evident from the start that most felt there was a need to develop a national organization. Many Club Representatives travelled great distances in order to attend. Even greater representation may have occurred if the meeting had been conducted over the weekend. Notwithstanding, the process is in motion and some reports appear in this Issue. I would urge all clubs to be involved and support this movement now. All that is required is the sending of \$10- to cover postage and printing costs to the Secretary/Treasurer, Geoff Wishart, Box 101, Kerang, Vic. 3579. This will keep your organization informed as to the developments and possibly the opportunity to provide input and show the support that our Steering Committee will need.

### Rally

The range and quantity of machinery were remarkable. After three days, our Townsville crew were still discovering different pieces. The exhibitors are to be congratulated on the presentation of exhibits. Many travelled considerable distances to attend. The Power House Museum (Sydney) brought their Aveling and Porter steam wagon which completed the Ballarat to Lake Goldsmith run and took part in all the rally events. The prize for enthusiasm must go to Ralph Thomas who brought a Lister D from Western Australia. It ran throughout the rally driving a water pump. I believe this travelled in the caravan. Overall, the spread of exhibitors from throughout Victoria and other States, was an indication of the great support for this event.

### Enthusiasts

A most notable feature was the open, friendly atmosphere which prevailed throughout. It was obvious from the first arranged feature- rides by The Ballarat Tramway Preservation Society in their cable tram and tramcar No. 13, that all were out to enjoy themselves. This very positive atmosphere added greatly to the Rally and I am sure many strong links and friendships have been fostered. Brian and I were overwhelmed with the response and felt quite out of our depth. It was great to meet so many of TOMM's Readers. My only regret is that I did not have sufficient time to discuss any topics in depth. Top marks must go to Brian who lugged that camera gear around for three days in considerable heat without a hat, which interferes with his job. We'll certainly be at the next National Rally.

### Wokshop notes

Back to earth and down to business. Please include your postcode on ad cards and renewal notes as these are the only way I have of finding your file quickly. Thank you to the Readers who take the trouble to forward their mailing labels with their renewals, as they provide all the necessary information.

It would be a courtesy and result in a speedy reply if you include a S.A.E. when you make contact with a Registrar or an enthusiast. Like most of us, time and finance is at a premium and such actions would be surely appreciated. Don't forget those replies.

1987- a great year. Thank you for your continued support and friendship. Seasons's Greetings and have a safe and enjoyable Christmas.

## CONVENTION REPORT



Above- Enthusiasts from all over Australia enjoyed the trip on tram No.13. This Rally Event was arranged through the courtesy of The Ballarat Tramway Preservation Society. N013 is part of their tram collection. A similar photo hit the front page in the local press the following day. A Brian Pump photo.



Mr. and Mrs. Ralph Thomas, Western Australia.

The National Convention has turned out as I expected. It certainly appears to have been successful and has brought together for the first time, a large number of preservation Clubs for their mutual benefit.

From now on it will be up to the individual Clubs to contribute anything they think will be beneficial to the steering committee, keeping in mind that it is not what we expect to get out of it, but what we can put into it, that is important.

My sincere thanks to those who took the trouble to organize this convention, to the Lake Goldsmith Club for being such excellent hosts and to the seven volunteers who took on the job of co-ordinating the newly conceived national body.

On behalf of the Machinery Preservation Club of W.A. and my colleagues who attended the Convention and Rally, my grateful thanks for the warm welcome extended to us. Although we came a long way, I can assure you we all felt it was a worthwhile trip.

Thanks must go to the TOMM team as we all know the importance of this great medium.\*\*\* Ralph Thomas, President, Machinery Preservation Club of W.A. (Inc.).



Mr. and Mrs. Robert Isdale, Queensland.

### The Beginning of an Era

I am writing this letter to the TOMM magazine at 11.30 pm on Thursday, 29/10/87. I have just attended a very special meeting that will be significant to all of us.

One of the preliminary functions leading up to the 50th Lake Goldsmith Rally was this meeting which provided the opportunity for machinery restoration people from W.A., S.A., Tas., Vic., N.S.W. and Qld., to discuss various topics of mutual interest and also to deliberate on the possibility, suitability or otherwise, of forming a national body representing machinery restorers all round Australia.

The topics of mutual interest such as insurance, safety regulations, a calendar of events etc. will be reported in a later edition of this magazine, but the historic moment came when finally a motion was put that a steering committee be established to organize a National Convention, at which a committee would be elected to represent our fraternity at a national level.

It was clearly evident that there are benefits to be gained by having a central co-ordination of our various requirements and obviously, a single voice representing so many people has to be more effective than a fragmented approach. The bottom line is of course, that a national body such as we are

aiming at, can only be as strong and as useful as the support we give it.

A vote of thanks goes to the Lake Goldsmith people for incorporating this meeting into their Rally Programme. Another goes to Allen Eatts (S.A.), Ian Gibbs (Vic.), John Glynn (Vic.), John Norris (Vic.), Jim Ross (Vic.), Reg Schuster (Qld.), and Geoff Wishart (Vic.), (a likely bunch of operators), for volunteering to serve as the Steering Committee. Also to Ian Stewart, Editor of our TOMM magazine for agreeing to be the central contact point for the proposed national body.

The discussion tonight reached an interesting point where it was realized that it would be difficult to establish a contact address without inferring that the committee would be weighted more heavily in favour of that area, but having already established a national focus point in the form of this excellent TOMM magazine, immediately overcame that difficulty. We accept your comment Ian that it must be understood that you would undertake the role for the sake of convenience and not as a commercial interest. We understand that and take the point. I just know that we are all thankful that your efforts in producing this magazine have provided yet another benefit for us at a moment when the availability of an independent voice eliminated a problem before it began.

Tonight has been another milestone in the restoration of Australian engineering heritage. We look forward to reading about the progress of our Steering Committee and a future National Convention in the coming issues of TOMM.

So often we are part of an historic event without actually knowing it but tonight, I think we all realised the significance of the occasion and the influence it will have on the future of our movement. It was certainly a meeting to remember.\*\*\*

Robert Isdale, AMRS Brisbane.



Mr. and Mrs. Allen Eatts, South Australia.

My personal reasons for believing in the forming of an association of affiliated clubs and museums of agricultural and other machinery of interest to collectors and restorers are as follows-

1. The lack of adequate insurance cover for owners of machinery involved in this hobby of ours.
2. The need for proper safety standards on a national basis.
3. The advantages to all clubs that will be involved in this proposed association.

These are the main reasons why I volunteered as the South Australian Representative on the steering committee which has been appointed to guide the creation of an organization to ensure growth and a safer future for our hobby.\*\*\*

Allen B. Eatts, Myponga, S.A.



Mr. Geoff Wishart, Victoria. Geoff is the Secretary and Treasurer of the Steering Committee.

At an open meeting which was packed to capacity in the Lake Goldsmith Hall on the evening of Thursday 29/10/87, a Steering Committee was formed to organize a national body of machinery restoration enthusiasts.

There was much lively debate on aspects of public risk insurance etc. and finally a committee was formed with representatives from Victoria, South Australia and Queensland.

Approximately 26 Clubs were represented from Vic., N.S.W., Qld.,

W.A., S.A. and Tasmania and it was most encouraging to see that everyone was looking at the positive aspects of a united organization.

I see the national body as a group which can make organized representation to Governments, a united group for public risk insurance negotiation, self regulation of safety aspects and a group which can assist in the operation and organization of nationwide rallies that can only be good for us all.\*\*\*

Geoff Wishart, Sec/Treas. National Group Steering Committee, Box 101, Kerang, Vic. 3579. Tel.(054) 521214 and (054) 521186 after hours.

For Clubs to be involved and to be aware of developments and possible input, please forward \$10- to Geoff to cover postage and printing.



Mrs. Judy Ashfold and Mr. Phyl Wyndham, Western Australia.

It is a good idea to be affiliated with the Eastern States so we can keep in contact. Our Insurance is satisfactory at the moment but certainly not geared towards steam. According to the D.L.I. we would have to upgrade our safety regulations as most of the things we do would be against all regulations. If we don't keep on top of safety and there are any claims, insurance would become impossible.

We are prepared to wait and see what the Steering Committee has to say and then carry on from there. \*\*\* Tramac Representatives.



Mr. and Mrs. Jim Darling, Tasmania.

#### Inaugural Machinery Convention

Thursday evening, 29th October, 1987, saw in excess of 100 people from all States of Australia, gathered

together in the Lake Goldsmith Clubroom to discuss problems associated with safety and insurance.

From the outset, it was immediately apparent that public liability insurance was of great concern to all present.

Most Representatives had experienced difficulties in either obtaining adequate cover at a realistic cost or had run into trouble when wanting to include "extras" to their basic policies.

An insurance broker attempted to answer and discuss a multitude of queries from the meeting and suggested, that through a national association, we would have much more bargaining power and should be able to obtain adequate cover for all exhibitors at a much lower cost.

A representative of the Victorian Department of Labour then discussed aspects of safety at public displays and suggested that a worthwhile outcome of the convention would be to formulate a set of safety rules to be adopted nationally by all groups.

The meeting then appointed a Steering Committee with powers to investigate aspects of safety and insurance and report back to all groups listed at the convention, before approaching the Insurance Council of Australia to finalise a realistic package to adequately cover our needs.

The Steering Committee then conducted their first meeting to formulate basic ideas and appoint office bearers.

Friday morning saw members of the Steering Committee passing on details of their inaugural meeting and announcing that a mail-out would be forwarded to all groups within the next two weeks.

On behalf of all who attended the Inaugural National Machinery Convention, I wish President Jim Ross and his committee of volunteers well with the daunting task of formulating safety rules and co-ordinating a joint approach to the Insurance Council of Australia on our behalf.

Thanks is also extended to the Lake Goldsmith Steam Preservation Co-operative Ltd., for providing the facilities to conduct the convention and of course to TOMM, for promoting and keeping us all informed of the outcome, as we progress towards our goals of achieving a nationally co-ordinated body. \*\*\* Jim Darling, Secretary, Hobart Vintage Machinery Society Inc., Tasmania.

#### Steering Committee

Jim Ross, (President), Victoria.  
Geoff Wishart, (Sec/Treas.), Victoria.  
Allen Eatts, South Australia.  
Ian Gordon, Victoria.  
John Glenn, Victoria.  
John Norris, Victoria.  
Reg Schuster, Queensland.