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P.O. BOX 1471
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Members of the National
Historical Machinery
Association Inc.

Editors: Ralph & Wendy
Thomas

OLD PLOUGHS AND PISTONS

PRESERVING FOR THE FUTURE

AUGUST 2023

MPC COMMITTEE:

PRESIDENT	Max Leggett	0400 249 380
VICE PRESIDENT	David Ashfold	0427 542 222
SECRETARY	Robert Brayshaw	0428 377 956
TREASURER	Judy Ashfold	0427 542 222

Ross Morton (0437 772 443), Keith Chappell (0407 341 279), George Car (0435 662 645), Ralph Thomas (0474 112 878), Ken Byers (0428 276 375), Bruce Weir-Smith (9367 4594), Graeme Duncombe (0407 990 595) Stewart Macpherson (0400 015 768).

MONTHLY MEETINGS: 10 AM.

SECOND Tuesday of each month in our Clubroom, Midland Railway Workshops. Starting 10 October.

COMMITTEE MEETINGS: As per arrangements.

WORK DAY: Every Tuesday 8 AM Onwards at our Clubroom.

Please remember – COVERED FOOTWEAR AT ALL TIMES! THIS IS FOR YOUR OWN PROTECTION!

EDITORIAL:

This newsletter is a little late as it seems that the older we get, the slower we get.

However, since May the club has been coming on in leaps and bounds. We hosted a very successful MPC Family Day on 10th June; began the Sunday Openings on 25th June, with varying numbers of the public attending.

The VMCC Open Day was once again very well attended and 10 days later they reciprocated with a Thank You morning tea at their premises in Forrestfield.

In between these happenings, the members have been doing the mammoth task of clearing areas and working on engines, in particular the Crossley Premier Compressor under the watchful eye of Paul Meadwell and his work crew.

FROM THE PRESIDENT:

Hi Everyone,

Here we are at the end of August and the year's nearly done. It's been a busy time since our last newsletter with two open days which were a resounding success plus a couple of country shows.

Bert (our traction steam engine) was the centre piece of our open days, and he was complimented by the Northern Districts Model Steam Engine Society who ran quite a few of their steam engines giving rides to the visitors.

In addition, we ran our rare engines throughout the day and for the first time displayed high quality signage on all our exhibits. The comments received by the hundreds of visitors indicated these open days were some of the best ever for our club and was a credit to our hard-working members.

We are now heavily into our show rallies with around 6 and possibly 7 to attend over the next 3 months. On top of this our major project is the restoration of the 4-cylinder Crossley Premier engine (circa 1934) that was installed in the Power House by the Department of Munitions during the 2nd World War as a backup to provide compressed air in the case of a power outage. During this time the workshops employed women for the first time, manufacturing munitions and other items for the war effort.

This engine has sat idle since the workshop closure in 1994 and unfortunately was vandalised a few years back. Our mission is to repair/replace any damaged/missing parts and get this iconic engine back to its designed run ready state.

Paul Meadwell is leading the team of around 6 members and have made amazing progress. In addition, we have received wonderful support from local WA companies, Gemco Rail, Statewide Oil, Atlas Copco and Ausco Products, which is essential for us to take on a task such as this.

I encourage all to come on down and have a look at this massive engine, see what else we are up to, and enjoy one of Ralph's BBQ lunches.

Cheers Max.



President Max with Charmaine and Lorrie from Statewide Oil.

‘THE SHED’ – Ralph Thomas.

Both Wendy and myself would like to extend our grateful thanks to the MPC for allowing us to house some of our displays in ‘The Shed’. We will do our best to update as often as possible.



RALLY REPORTS by Ralph Thomas.

MEMBERS & FRIENDS DAY – 10 June.

This was widely advertised and as a consequence it became one of the most successful days we have held at our club home. There were many attractions, including our own traction engine ‘Bert’, the working Blacksmith shop and displays in the Boiler room, including the Hand Tool Preservation Society, and the recently acquired Baldwin Theatre II Organ C1960s, being played by Rodney Raymond in the Power house.

It was also the day that the exceptional model of the Midland Railway Workshops layout of main buildings and rail tracks as at September 1982, was put on display for the first time. Well done Eric Rose, a brilliant effort!

A special thanks must go to the Ladies/members of the club, both in the providing and assistance in the serving of food on the day, and we received many compliments on the quality and choice. It was a mammoth effort by all.



Eric & Kathy Rose with model of the Midland Railway Workshop.



Rodney Raymond playing the organ, Morning Tea & Lunch is served. watched by member Doug Baker.

VMCC Day at the Workshops – Sunday July 16th.

Another annual and successful visit to our home by members of the Vintage Motor Cycle Club. This was widely advertised and consequently attracted a large number of the public.



Noela Duncombe, Anthea Pate & Wendy Thomas preparing burgers.



Ralph Thomas, 'The Burger King'



Miniature Rail enthusiast.



City of Swan Roshelle Predovnik chats with members of the public on the day.



HTPS President Kim Mitchell.



Jake and David with members of the Perth Pinup Community.



Member Murray Shiner showing people around 'The Shed'

VMCC Morning Tea - 26th July.

Several members attended the ‘vote of thanks’ morning tea and enjoyed a look around the VMCC premises, with many in awe of their extensive library and spare parts collections.



BEVERLEY SHOW – 19th August.

A glorious day after a thick fog made it a difficult drive up from Perth. This was a bigger show and better attended than last year as we had a constant flow of visitors pass our site. Wendy and I stayed overnight which allowed us to enjoy the fireworks.



Dust flies from the Tractor Pull.



The newly popular lawn mower races.



Double Barrel Entertainment with the Stock Whip Cracking.



Walter Whip and The Flames.

WORK DAYS AT OUR CLUB ROOM.

BUNNINGS HARRISDALE – 31st August.



L to R – Max Leggett, Wendy & Ralph Thomas, Esther (Bunnings) Les & Diane Jones. Graeme & Noela Duncombe & Paul O'Keefe missing at the time the photo was taken.

The MPC put on a small display at the Father's Day event in the Bunnings Harrisdale Store. Besides us, there were lots of free amusements for Kids, pop corn, fairy floss, many games, Police Rangers, Fire Brigade, and of course the Sausage Sizzle. It was a different avenue for our club, but quite rewarding to entertain our younger generation.

PIAWANING EXPO – 2nd September.

Kids enjoying the merry go round and the train ride. Apparently this is the first event this electric powered train has attended, purchased from the USA so the owner told me. A very smart piece of equipment.



Member Brian Wilson working on the newly acquired Shun Shin Lathe.

Members Brian Brocklehurst, Graeme Duncombe and Ken Byers working on the restoration of the Faryman Diesel Engine.



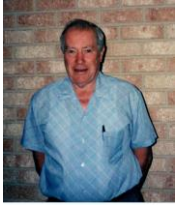
Hardy's Steam Engine, 2.2l Double-Acting Twin Cylinder - 90° Crankshaft. Designed and Manufactured by Robert Hardy in Trayning, WA. On loan for display by the MPC. Pictured is Brother Frank Hardy. Brother Kim is now an MPC Member.



Member Murray Shiner with his Ruston Hornsby D Series 3-cylinder Diesel engine. This engine was removed from the Ruston Byrus 19 Face Shovel pictured above, which operated at the Wyndham Meat Works. This engine will soon be gracing our Club Home.

MEMBERS HEALTH.

As this newsletter is being edited, we have 3 Life Members in Aged Care. We wish them all the best and a copy of the newsletter will be posted to each of them.



Bob Jackson.



George Chappell.



Paul Freeman.

It has also come to our attention that one of our founding members John Stidwell, (Bob Jackson's Brother-in-law) passed away recently. Although we had not seen John for a long time, Ralph delivered one of our 40th Anniversary newsletters to him. Our sympathy goes to his family.

For the information of newer members of the club, Bob Jackson and Ralph Thomas both individually put articles in local newspapers in late 1981, asking for interested parties to join them in their hobby of preserving farming and industrial machinery. It was from those articles that the two joined up and the MPC was founded in 1982. Bob and his wife Tina were an integral part of the club for many years. Bob has also been a member of the Old Machinery Club of WA since moving to Busselton many years ago.



Bob Jackson working on his drag-saw and engines.



This Ruston 8HRF Engine was removed from the Perth GPO by the MPC in 1987 and donated to the Mount Magnet Museum over 30 years later. This 18-month project is a great achievement for the museum. It required the manufacturing of several missing parts and many hours of putting it all together, with limited resources and manpower. Kevin, Kathy Brand, Des and their team have done a fantastic job in setting it up and running. An absolutely unbelievable project, well done!

FORTHCOMING RALLIES and EVENTS.

Members please be aware the Rallies we attend are our biggest contribution of finance to support the MPC; consequently, your support is extremely important. Please come along with your exhibit and/or help.

Contact Ross Morton on 0437 772 443 for more information. A reminder email will be sent before each event.

WOODLOES Homestead–Sunday September 10th.

Cannington. Set-up 8 am.

BINDOON Historic Car Day–Sunday, Sept 17th.

Bindoon Oval. Set-up 7.30 am.

KATMACH – Saturday, September 30th.

Katanning. Set-up 8 am.

SWAN VIEW SHOW– Saturday, October 7th.

Swan View Showgrounds. Set – up 7.30 am.

TOODYAY SHOW – Saturday, October 7th.

Toodyay Showgrounds. Set – up 7.30 am.

GUILDFORD FAIR – Saturday, October 8th.

Stirling Square Markets. Set – up 9 am.

KELMSCOTT SHOW– Saturday, October 21st.

Kelmscott Showgrounds – Set – up 7.30 am.

CANNING SHOW – November Sat/Sun 3/4th.

Canning Showgrounds.

Set – up Fri from Noon. Saturday 7.30 am.

HAVE A GO DAY – Wednesday November 8th.

Burswood. Set – up 7.30 am.

NESCI WINES CAR DAY – Sunday November 17th.

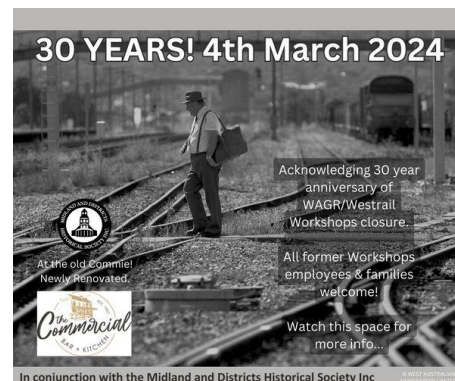
Nesci Wines, Bullsbrook. Set – up 8 am.

OSBORNE PARK SHOW – November 17/18th.

Osborne Park Showgrounds.

Set – up Fri. 3 pm. Sat – 2 pm.

THIS SHOW STILL TO BE CONFIRMED.



All ex WAGR/Westrail Workshops employees and families - please spread the word about this upcoming event on March 4th 2024.

Crossley Premier Reavell Air Compressor Project by Paul Meadwell - Crossley Project co-ordinator.

Over the last few months a few members and volunteers have been steadily working on restoration of the Crossley Premier engine in the powerhouse.

The engine, 360 BHP oil engine number 114773 was shipped from the Tilbury Docks UK in late 1935 and was purchased with two other Crossley engines (2- 750 BHP Engine numbers 114772, 114777) by the UK owned Youanmi Gold Mine. Address, 80A Coleman Street London E.C.2

The Youanmi Gold mine is 82km south-southwest of the town of Sandstone. It's near the abandoned town of Youanmi, in the Murchison of Western Australia.

These three engines were installed at the Youanmi Gold mine for power generation and air requirements of the mine.

The operation of the mine has had many periods of care and maintenance. The mine opened in 1910, and below are the periods of operation.

1910-1925, 1936-1942, 1986-1992, 1995-1997

The name Youanmi derives from a spring in the area and was first recorded in 1887.

The exact date of the removal of engine number 114773 From Youanmi Mine is still to be confirmed.

The engine in the powerhouse is believed to be removed in collaboration with the Australian Government (Ministry of Munitions Commonwealth of Australia Reg No 18/1/MT 472) for installation at the Midland Railway Workshops for a diesel-powered backup air compressor during the second world war as all of the air requirements were driven by electricity at the time .

During the war the Midland Railway Workshops was involved in the production of Munitions, propellers, and navel engines.

The engine has seen vandalism during its time after service and to that end it is now being revived back to a running ready condition.

The work carried out to this point has been:

- to re-establish all of the cut oil and air lines
- to obtain sponsorship for the new replacement engine oil.
- sponsorship of the repair to the wall mounted diesel fuel tank
- to replace all engine thermometers
- Inspection of internal engine components, and fuel system.

The total sponsorship value currently sits at just under \$10,000 and we look forward to ongoing collaboration with our sponsors: club member Graeme Simpson, Gemco Rail, Statewide Oil, and Cleveland Compressors.

This is a great and rewarding project for the club, and I encourage all members to come down and see this great piece of WA history get a well- deserved restoration.

Credit: Anson Museum, UK for the historical information on this engine.

History of the Reavell compressor company. (the compressor brand on the back of the Crossley) by Paul Meadwell.

Reavell was founded over a century ago on the 11 June 1898 as Reavell & Co Ltd. Engineers. Founded by Sir William Reavell on Ranelagh Road in Ipswich, the organisation specialised in steam engines and quadruplex compressors. Valued by engineering organisations and institutions for its durability and quality, Reavell compressors were used during the construction of the London Underground, the infancy stages of submarine warfare and the starting of diesel engines on British battleships and transatlantic ocean liners.

Sir William Reavell (1866-1948)

41st President of the Institution of Mechanical Engineers Reavell was born near Capel, in Surrey, England on 2 March 1866. His family moved to Alnwick, Northumberland, where he attended the Grammar School. In 1882, he was apprenticed to Hawthorn, Leslie and Co. Ltd. at their St Peter's Works, Newcastle upon Tyne. He remained there for seven years, spending the last two years in the marine engine drawing office. At the same time, he was attending evening classes at the Armstrong College.

In 1889, he came to London and joined the firm of Maudslay, Sons and Field, as a draughtsman. At the same time, he continued his studies at Birkbeck Institute, and the City and Guilds Technical College, Finsbury. Two years later he joined Babcock and Wilcox as a draughtsman in their marine department. He soon became manager of the marine department.

In 1897, he left to become general manager of the Lambeth works of Peter Brotherhood and Co. Ltd., but he soon decided to branch out on his own and went into partnership with his brother-in-law, W. H. Scott, C. Gaskell and others. A works site was purchased in Ipswich.

Reavell and Company Ltd.'s first venture was the 'Scott' steam engine, which was very successful, prior to the advent of the high-speed, forced-lubrication engine. The company made its name with the Quadruplex Air Compressor, which Reavell had patented in 1899. The company progressed, building new air compressors as the technology developed. In 1905, they began building three-stage air compressors for direct coupling to the early Diesel engines. They were soon supplying large numbers of compressors for land and marine installations, and for marine propulsion.

Reavell was interested in the work of the British Standards Institution from its early days. He was Chairman of the Keys and Keyways Committee. He became Chairman of the Mechanical Industry Committee in 1920 and stayed in this position until 1944. He was Chairman of the Engineering Divisional Council for several years, and Chairman of the General Council in 1936. **He died on 25 April 1948.**



Welcome to the NHMA News Page



To all our valued members and supporters, we will have an update on what's happening at the NHMA in every issue of TOMM – this will include the latest news and updates.

President's Toolbox Talk

It gives me great pleasure to write this report at the end of this insurance year, into the lead up to the new year.

In the last report, we provided the information of our new Committee members and ran out of space so this issue will focus on the award winners and the Ian Stewart award recipients. Also, by now, all the Junior members that we know about, have received a letter from the NHMA advising of their ability to participate and get more involved in their clubs and the NHMA. Please read later in the report.

By now, our secretary has relocated to Idalia, QLD (just out of Townsville), and the transition has appeared seamless from our end but please use the new mailing address when needed as it will save us on redirection fees.

By the time you read this, all our insurance policies have been renewed and all will be good to go, plus you should have received your new insurance/membership cards don't they look great!

All clubs' rallies are forging ahead, according to our Calendar and Facebook page. Sydney Antique's Clarendon Rally in NSW has nominated to hold our second face-to-face meeting for 2023 there, which will be a great event to hold our meeting at. Steve Muscat is the man coordinating this for us.

We hope you enjoy the rest of the report.

*Peter

NHMA 2022

Last year, 2022, saw our member clubs grow by eight. The last few years have seen a great turnaround, with our growth of member clubs, which in turn gives us over 10,000 member club members as our base. This helps us all by increasing our buying power with our insurers and other suppliers.

We would like to welcome the following groups who have joined in the last 12 months:

- Mid North Coast Machinery Restoration Club Inc.;
- Toowoomba & District Old Machinery Society Inc.;

- Echuca Steam Preservation Society Inc.;
- Trafalgar Truck Restorers Club Inc.;
- ACMOC Chapter 29;
- Dungog Tractor Trekking Society Inc.;
- Sydney Antique Machinery Club Inc.; and,
- Pine Rivers Historic Machinery Restoration Society Inc.

Renewal Time

June-July was our renewal time and at the writing (30th June), we have had over 3,000 renewals. If your club is looking at joining the NHMA, it is a \$10 club joining fee, then it is \$20 per member. In the past we were known as just an insurance agent, but now we are so much more, with member club benefits growing all the time. We have introduced a number of initiatives in the last year or so, and we are always looking for new benefits, which include:

- Ian Stewart Young Restorers Award to encourage younger people to get involved in the hobby. The awards criteria are available to look at on our website. It has a monetary component of \$1,000 per state and territory.

- National Rally Wishart Award has been revamped so it now covers NHMA and Non-NHMA clubs.

- Rally Handbook and Safety Management System (approved by the insurance industry).

- Standard operating procedures for several tools and other equipment (as a guide not compulsory) - this is being added to as time goes on.

- Grant Writing assistance program (NHMA Funded Grant Writer).

- Plastic membership cards.

- Free use of two (2) EFTPOS machines (only charges - postage and bank fees).

- Electronic banking.

- Updated website.

- Facebook page.

- Free transit insurance for your load to and from rallies.

Face-to-Face Meeting

The next meeting will be held at the Sydney Antique Machinery Club's rally, the Clarendon Classic, held over the 16th and 17th September 2023

weekend. We are looking forward to seeing and meeting as many heritage machinery enthusiasts as possible at this great rally. Please come up and say hello. We will be holding a meeting on the Saturday; the time and venue are just being worked out. We will put the details on our website and Facebook page as soon as they are available. We encourage you all to come along and ask questions and give us suggestions on how we can help grow our hobby for everyone. It's also a good chance for any club wishing to join the NHMA to make contact so we can have a chat with you and answer any questions you have. We should have state reps from every state at the event so, whichever state you are from, your state rep can be involved. Just contact the NHMA secretary to arrange a time.

Training

The committee is keen to see some competency-based training courses be developed for use by clubs. These courses will be non-compulsory but aimed at helping clubs operate their equipment in a safe way. We are in the early stages of this process but hope to have a Heritage Steam Plant course up and running by the end of 2023 or early 2024. This will be the first, then we will look at Tractors, Stationary Engines, and Belt Driven Machinery. The committee is very lucky to have people with skills in these different areas as well as knowledge on workplace health and safety and current training procedures. With that said, we are not the be-all and end-all, so we will be asking for advice from clubs and individuals, as we get further down the track.

David Toyne
NHMA Secretary

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