



induction

The Voice of the Castlemaine Hot Rod Centre

History of the CHRC Limited Gowar Property

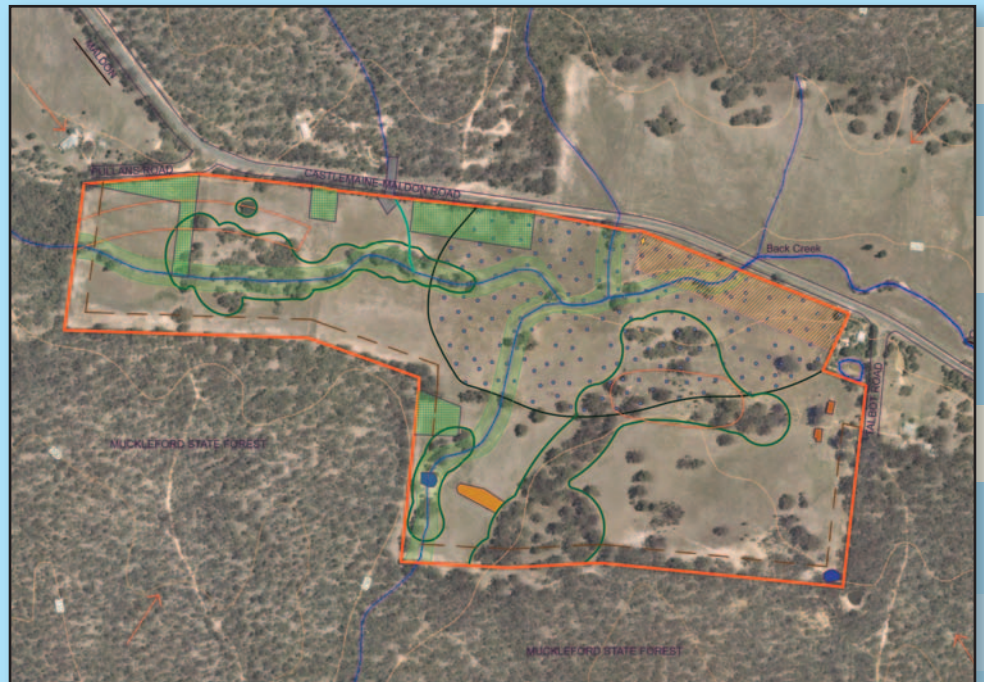
Ian Hockley of the Castlemaine Historical Society has been doing some research on historical data relating to the Gowar property and has found some amazing facts.

Much of the information gleaned by Ian is from old titles records and shows the many owners of parts of the property dating back to the gold rush days in the 1850s. Over the period from then to about 1910 the multiple lots that originally made up the property came under the ownership of the Talbot family. The Talbots were amongst the first owners of the smaller allotments and gradually bought out their neighbours over the 60 year period.

Of particular interest from these records is information about the former uses of parts of the land and the siting of early buildings that have long since disappeared. Until recently we had been aware of a section of the main property where there is the remains of extensive shallow alluvial gold mining activity, but from the research done by Ian we now understand there was a further area of mining activity at the western edge of the property. This has been levelled and grazed for many years since the mining activity was undertaken, but inspection of the adjacent forest land up to this boundary reveals much evidence of this early mining still in existence.

More interesting detail from the research exposed information relating to one of the holdings near the centre of the property where there is now only a medium size dam. In the late 1800s there was a house on this section and a large stand of some 120 vines and fruit trees. No evidence of this activity remains today.

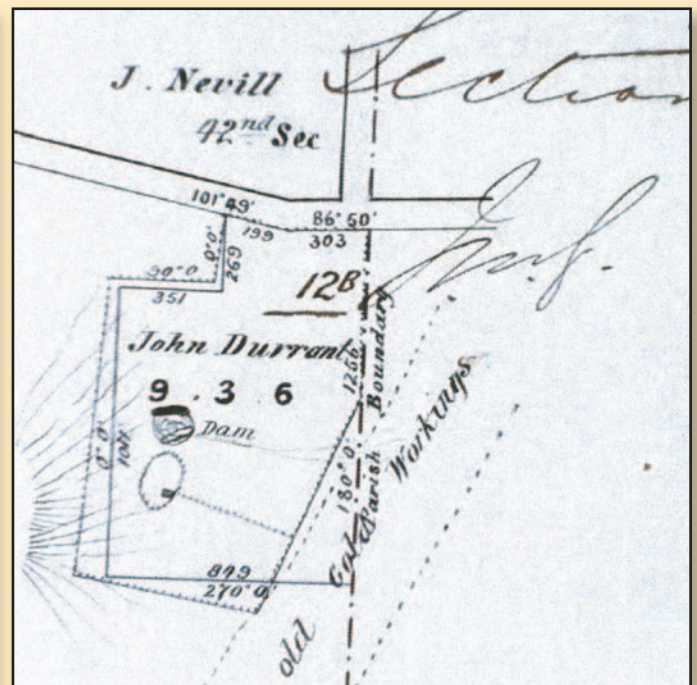
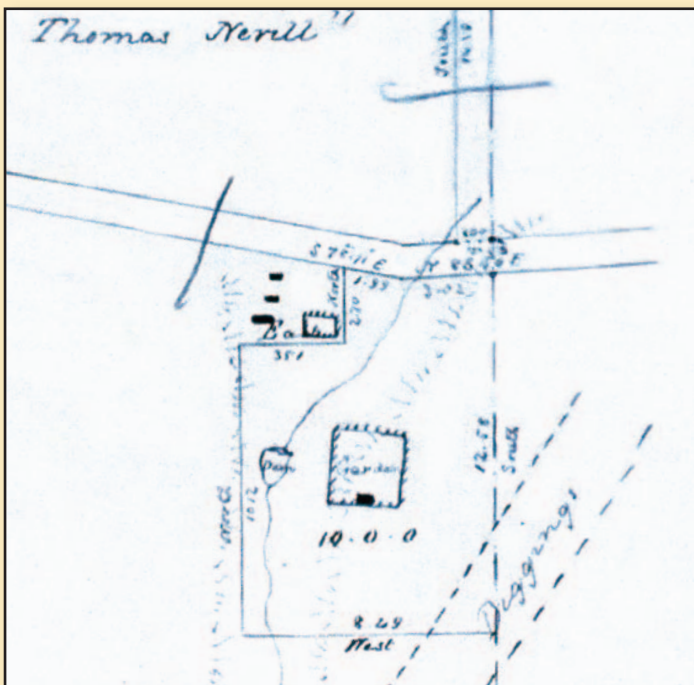
When first opened up, there was a roadway that extended right through the property from east to west and on some of these early title maps this road is marked "Road to Sandy Creek". A significant proportion of this old roadway is now the main access track into the property from the eastern boundary.



Above: This draft map of the property has been prepared by the feasibility consultants to indicate various significant areas that include sections of Crown Land, significant remnant tree cover, Back Creek environs and remnant gold mining activity. The solid orange area in the middle indicates erosion and the two orange dots to the right are the shearing and hay sheds. The two arc shapes outlined in red are the remnant mining areas.

There was also a road reserve running north-south at the western side of the property, adjacent to the bend in the Maldon Road. On these early title maps this road is marked "Roadway Required", but it was later absorbed into the property. However this and several other road reserves do still exist within and along the edges of the property and in the event of individual sections being sold off separately would still be available for access to those sections. Since the whole property is now under the ownership of the CHRC Limited application for transfer of some of these road reserves into CHRC ownership could be made but amalgamation of adjacent titles would be required. There are some unusual small sections of Crown land still contained within the property in this area over which the CHRC Limited holds a grazing licence. These sections appear to be areas that weren't purchased and have remained as Crown land right through until today.

Maps on the next page show more property history.



Above: Title map information from 1867 shows this allotment that is situated close to the centre of the Gowar property where the dam still exists. The inset area at the top left of this allotment shows three buildings and a fenced yard. These are on Crown Land and this section remains Crown Land today. Right in the centre of the allotment is another building and fenced yard. Note the old gold diggings are marked, evidence of which remains.

Above: The same allotment as shown in 1873. The buildings and yard on the Crown Land are gone, or not shown, and the main area has changed as well. The whole allotment appears to have been fenced but not on its actual boundaries, the dam is shown again as are the old gold diggings. Notation from 1871 has this block valued at £142.2.0, including 120 vines and fruit trees and a two room dwelling, plus fencing.

Tales of the Talbot Woolshed

Charles Talbot, who had emigrated from Norfolk possibly in 1848, established Talbot's Halfway House during the 1850s. It was constructed in a mixture of stone, brick and weatherboard and it had a galvanised iron roof. Charles Talbot relinquished the business in 1869 but the Halfway House continued operations under licences until it was de-licensed in 1909. It must have remained in Talbot ownership because Charles' son John moved there around 1909 whilst his new house, on the corner of Talbot's lane and the Maldon Castlemaine Road, was built during 1909. Some time after that, James Talbot, son of John, set up home there. On the death of John, James moved to live with his mother, Olivia, in the new house. Probably in the 1930s, the Halfway House began to be



used as a shearing shed and this continued until the 1950s. One back wall near the former kitchen area was opened up and the lining of interior walls was removed to make holding pens. A small metal lean-to was added to the west side of the structure and a two-stand small shearing machine was installed there. By the 1950s the building had some areas that were unstable, particularly in the bar room over the cellar at the front of the hotel and where the rear entrance had been widened. Maybe termites were also part of the instability.

The structure did not appear to have substantial foundations, with the wooden floor possibly being built very close to the ground. Across the yard to the west of the hotel building was a large stable. In the 1950s it was in a state of disrepair but was still able to house horses. It may have been dismantled just before the hotel building. An in-ground sheep

dip had been built at some stage to the south of the stable. It continued to be used into the 1970/80s.

In the 1950s Charles Talbot (3rd) and his sons Harry and Norman decided to build a new shearing shed. Because of a debt not repaid to Charles Talbot, money was short, so a decision was made to use galvanised iron and some other materials from the Halfway House. This meant that it had to be dismantled. Some of the galvanised iron in the present shearing shed has orange paint remains. This would have been from a Halfway House rooftop sign.

Griff Beddoe, a Melbourne based cousin who was in the building trade and Jack, the brother of Charles Talbot (3rd) were able to procure additional building materials from a Melbourne factory site. These included excellent tongue and groove flooring which covers the shearing and classing area of the

shed to this day. Some new materials had to be procured and stumps were sourced on the property. Builder, Les Hayes of Maldon, assisted by Hughie Pettit, with occasional input from Harry and Norman executed the construction work. It is thought that the shearing machine was installed by employees of the manufacturer.

The floor-plan of the shed comprised several sections. Workers entered the building up steps and through a domestic sized door on the East side of the building. This brought them immediately into the main shearing/classing/baling area in which the shearing machine occupied the North end, a family-constructed classing table (still there today) was situated adjacent to the shearing stands and beyond that was the heavy red baling machine that had been brought from operations in the Halfway House shearing shed. At the south end of this area was a large sliding door that enabled easier loading of the tightly packed jute wool bales onto the trucks destined for the wool store. On the western side of the building were two grate-floored indoor pens. The first had a wide sliding door that enabled sheep to enter up a ramp from an outdoor pen. The second grate-floored pen was separated from the first by a wooden gate that could be raised and it led into a passage behind two small catching pens sited immediately behind the shearing stands. Shearers entered these pens through swing doors to catch sheep for shearing. After the job was done, the sheep were slid down a chute to outdoor branding pens. On the North East corner of the shed was a small room where the shearing blades were sharpened on the grinding wheel that was mobilised using a belt off the shearing machine motor. Outside there were water tanks that supplied cold water to the shed and to the Talbot home on the corner of Talbot's Lane and the Maldon Castlemaine Road.

Twice a year the shearing shed was a hive of activity - in the middle of the year for crutching and in November for shearing. November was chosen because it was after lambing and in warmer weather which helped avoid sheep suffering from post-shearing exposure to the cold. In between, the Talbots sorted wool, baled fleeces and tended sick sheep within the building. Some indoor equipment maintenance jobs were also completed there. The shed was always kept tidy with wool stored in tightly-packed staple-fixed jute bales that were stored on top of each other until they were loaded onto the Commer tray truck and later the Dodge and transported to the Younghusband wool stores in Kensington. A cousin of the Talbots had a senior position with Younghusbands. The floors were always swept carefully as a deterrent to rodents.

For each shearing or crutching event there were two shearers employed and a member of the family picked up and threw each fleece as it was shorn, returning to the floor to sweep up whilst the shearer caught another sheep. A member of the family then skirted the fleece on the grate-topped table

before placing it in a carefully rolled bundle, ready for baling. Each morning and/or evening sheep were rounded up either on horseback with the assistance of dogs or with the whole family plus dogs. In the evening, shorn sheep were returned to the grazing paddocks.

The day began early in the morning and usually finished at about 5pm. The shearers were treated to billy tea and generous numbers of sandwich rounds and pieces of cake for morning and afternoon lunches. The lunches, delivered in a basket accompanied by a lidded billy, were taken sitting in amongst the wool bales which acted as excellent back rests. At midday, all adjourned to the kitchen of the Talbot household where a dinner of a roast main course, or similar, was served and then followed up with pudding of which seconds were always available.

Shearers employed were Rupert Sharp from North Muckleford, Dave Davies from Walmer and Acka McGlashan of Walmer/ Maldon, all regulars in the Halfway House shed and later in the newer shed, Dave Davies, George Heyho, Don Bickford and Ian McQueen were regular shearers. They shored not only the Talbot flock but also the smaller Pullan flock during each event.

After Talbots had ceased to run the farm themselves, a number of lessees ran sheep on the property and used the shearing shed - Cliff Emery, Ivan Carr, Sue and Simon Brinksma, Ian and Lois McQueen and, most recently, Ray Smart.

During the Talbot era, activity in the shed involved long hours and hard work but it involved the whole family and for the children it was always an almost festive occasion. They found jobs such as the daily assistance with bringing in flocks and the other tasks quite exciting. They loved to return home from school, fling their bags inside the home door, hurriedly change clothes and head up to the shed to check out proceedings. They were always greeted with repartee from the shearers and raiding the lunch basket for leftovers was a ritual. As the children grew older they were allowed to sweep up and they were taught how to correctly pick up and throw a fleece.

Skirting fleeces and rolling them was another favourite job. The ultimate rite of passage was being able to have a go at shearing under the tutelage of any shearer who was willing to spare the time. Assisting to brand the sheep in the chute yards wasn't a job for the kids until they were taller.

All of the grandchildren of Charles Talbot and of Sarah Pullan now have nostalgic feelings when shearing is recalled. For them the shearing shed represents a place of exhilarating action and fun. For the adults, despite shearing being quite onerous work on top of other farm tasks such as commercial egg production, cropping, milking cows for calf raising and cream production and general farm maintenance, it was a time of companionable teamwork. Talbots shearing shed has seen many happy days.

Article from Margaret Gaulton and Gwen Holdsworth (nee Talbot).

MACE Small Grants Program Announced

At the last Annual Report to the Community, Mt ACE announced that they were introducing a new range of "Small Grants" for local groups. These grants will be around \$500 each and will be available in February to support the work of eligible not-for-profit groups. Full details regarding eligibility and the application form are available on the COMMUNITY GRANTS section of the website. Mt Alexander Community Enterprise is committed to supporting community projects, a major one of which is the Castlemaine Hot Rod Centre Limited.

Some of our recent FUNDED PROJECTS are the Fit2Drive program, Defib Your Club for Life, Run the Maine, and the "L" Driver Program.

In 2015 Mt ACE is also offering a round of "Small Grants" for community groups. Applications opened on February 1st and must be received by the end of February.

Assessment will be undertaken during March and successful recipients will be announced in early April.

The total amount of funds available will vary depending on the annual level of support by the community - the more people who use Bendigo Bank or Bendigo Telco for home or business and link their accounts with Mt ACE, the greater the return available to the community.

Please read the GUIDELINES carefully, check for eligibility and download the APPLICATION FORM.

■ <http://www.communitygrants.com.au/community-grants/>

New Club Permit Forms and Regulations

There is a new Club Permit Application Form, available from the Vicroads branches and online. They will now not accept the old type so if you have some throw them in the bin. On this new form for Post 1948 cars we have to fill in the RWC certificate and Testers numbers, also for M plates or SR plates we need the VASS Certificate and Signatory numbers so please make sure you have these.

RWCs must be current, ie 30 days max, but VASS reports can be any valid report even many years old, (provided the car has not subsequently been modified) and that means you have to have on file or find the old report. Interstate reports are also valid.

Next there is space where we are to fill in Tare weight (ie empty weight). For cars this can be an educated estimate or maybe Google it from the manufacturer's printed info, I am told its not critical for cars and only to worry about it when the vehicle is over 4.5 tonne Tare, ie a Truck, Bus, Motorhome etc. Certainly no need for a weighbridge for cars.

If its a car, not a load carrying vehicle over 4.5 tonne, there is no GVM/GCM applicable so for cars cross this line off.

There is also a section for "proof of ownership" and I am told that the Club Officer can verify this to his own satisfaction and you do not need to provide this proof to the Vicroads branch. This might be relevant where the car has been owned by the same guy for a long time and is finally going on CPS after many years in the garage etc.

We now require photos of the front, side, rear, dashboard and engine bay, which we have to electronically file, plus there are new administration requirements which mean more time by

the Club in managing the system. For ASRF processed forms the charge is \$75.00. You can supply the photos yourself or bring the car to us and we can take the photos and download ourselves.

The new forms are now available from the Vicroads website or from the CHRC Limited.

Information supplied by Peter Koning ASRF Vic Tac.



Above: CHRC member, Glenn Braybrook owns this restored Torana GTR-XU-1 that he recently put on H plates through the Castlemaine Hot Rod Centre.

Future Meeting Dates

The next general meeting of the Castlemaine Hot Rod Centre Limited will be held on Friday March 6 at 7:30 pm at the Wesley Hill Hall in Castlemaine. The Annual General Meeting will be held at the Wesley Hill Hall in Castlemaine on Friday June 26, 2015 at 7:30 pm. A general meeting of the CHRC is also scheduled for Friday September 4, 2015.

■ For further information call Chairman Larry O'Toole on (03) 5472 3653 or Secretary Vicki Farrell on 0418 510 352.

Become a member of the Castlemaine Hot Rod Centre Limited. Annual membership is \$100.00 or you can take advantage of our extended membership offer three years \$250.00; six years \$500.00 or 12 years \$1000.00. Send cheque or money order to CHRC Limited PO Box 1080, Castlemaine 3450, Call Vicki Farrell for credit card payment or make direct bank transfer to BSB 633000 A/C 131166829.

Community Enterprise Referral Form

Let your actions speak louder than words at no cost to you. Let's not wait for others to make our good ideas happen.

I want to be part of the Mount Alexander Community Enterprise initiative of the Castlemaine Hot Rod Centre Limited in partnership with Bendigo Bank and Bendigo Community Telco.

Banking and Telephone Services

Do you currently bank with Bendigo Bank? Yes No Is your phone with Bendigo Community Telco? Yes No

Would you like your accounts linked to the Castlemaine Hot Rod Centre Project? Yes No

I would consider transferring banking business to Bendigo Bank and/or Bendigo Community Telco.

Supporter Details

Name: _____

Address: _____

Home phone: _____ Mobile phone: _____ Email: _____

Please return form to Bendigo Bank, Mostyn Street, Castlemaine Vic. 3450

Agent Number 4998