

Cooneana Heritage Centre Newsletter



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Newsletter 4 – May 2026 (*Published Monthly*)

It's Ipswich Show Time!



The Society will have a stall at the Ipswich Show once again from Friday 15 to Sunday 17 May.

Assistance will be needed to set up the stall on Thursday 14th and remove it on Sunday 17th. If you are able to help with these days or you can represent the Society on the stall over one or more days of the show weekend, please let Sandi know by email: events@ipswichhistoricalsociety.com

There will be interesting displays to show off and handouts to give people that will encourage them to visit Cooneana Heritage Centre.

Sandi Jones

Events Coordinator

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Crazy Hats Biggest Morning Tea – 30/05/2026

Members and Volunteers are reminded that on Saturday 30 May we will be holding our Biggest Morning Tea to raise funds for the Cancer Council. Funds are used to enable research and services for those affected by cancer.

Wear a crazy hat – as if going to the Mad Hatter's tea party. There will be a prize for the craziest hat!

Entry is \$10 – paid on the day. There will be no online tickets as we want all funds to go to the Cancer Council.



There are lots of raffle prizes to win, so bring some extra funds for your tickets.

Donations of snacks, cakes and biscuits are requested from our members and volunteers.

If you can help with setting up, providing food, serving or selling raffle tickets that will be much appreciated. Please let Carmel know what you can do by email:
ipswichhistoricalsociety@gmail.com.

We are considering an auction of a significant prize, so if you are, or would like to be, an auctioneer, do let us know.

Set up will be from 10am. Start time is 11am and finish at 1pm.

Sandi Jones

Events Coordinator

Terrific Tree of the Month

Moreton Bay Figs

(Ficus macrophylla)

*Corner Old Toowoomba Road &
Shine Street, One Mile*

The pair of large fig trees that adorned the rear of the block at the corner of Old Toowoomba Road and Shine Street offered shade and a wonderful green vista, and they attracted birds to the area.



The site originally housed a general store, constructed in the 1890s. Known early on as the Parkin General Store, until it was sold in 1937. Over the years the site changed hands a number of times, with the building operating variously as a petrol station, renovation store, computer shop and real estate agency, amongst other things.

Due to the poor state of the building, it was recently demolished. The trees were then removed from the site over the Christmas-New Year holidays in preparation for the construction of a new childcare centre. Currently, the site is very bare.

Cooneana's Blacksmith's Traveling Forge

(Part 3)



Fortunately, just enough timber remained of the old Dray to determine most of the critical dimensions as well as some of the decorative scalloping and arris bevelling that had been undertaken on the side pieces and cross members. The old Dray had open sides formed with a number of pickets. Only one picket remained, which was barely enough to determine size and height. Spacing and number of the pickets required could be determined by referring to the original mortise holes in the side bearers. One Shaft remained, so its length and attachment angles were determined. It was going to be interesting manufacturing new ones. Two bearers and two cross members and one side cap rail remained. These pieces were weathered, white ant eaten, split, fractured and broken; however, they displayed some of the fancy scalloping, end finials and mortise spacing's that could be replicated. There were no floorboards or tailgate timbers. One small, curved piece indicated that there might have been a seat at the front of the dray. The ironwork provided more substantial evidence of purpose and location. Whilst some of it was not utilised in the new Dray due to heavy corrosion, it provided critical dimensions, so that I could Blacksmith new articles. The main Axle, Spring Hangers and Leaf Springs were recovered as well as the Tow Hooks, Grab Handles, Tail Gate Butt Hinges and the Step were also included in the new Dray.

My aim was to maintain a genuine 1900's look for the Dray befitting the WW1 era. The steel work had to be blacksmithed. No Bunnings specials here. Therefore, slotted head screws and square nuts had to be used. It is almost impossible to obtain nuts such as these, however good fortune presented when I visited Ipswich's 'Nutz and Boltz' and was able to obtain a small quantity of 10mm and 12mm sizes. Metric I know, but it is the look I was after not pure anal excellence. Note also that 'Nutz and Boltz' provided a generous discount in support of my community service.



Heating the steel tyre

1. The Wheels

The two wheels on the original Dray had been considered recoverable - 'just'. In April 2019 they were relocated to Templin Museum at Boonah, where Roy Clark, the Wheelwright there, undertook the restoration work. On commencing the work in July, Roy soon discovered the timber Fellies and Spokes were too far-gone and new timber was required. A smaller job now became a large one. The wheels were in such poor condition that the only recoverable pieces were the hubs and the iron tyres. On 25 Sep 2019 Martin and I visited Templin to give Roy more old hardwood

suitable for Spokes and Fellies. He was now able to finish the timberwork on the two wheels for our Dray. All that remained was the fitment of the steel tyres.

Unfortunately, with the current fire bans, and it being so dry, we had to wait for rain to prevent an escaping fire. Roy managed to fit one steel tyre during the week 07 – 12 Oct 2019 in-between fire bans. Again, there was a rainstorm on 17 Oct, which allowed the fitment of the second tyre. I was able to attend and offer some help as well as record the activity with a couple of photos.

On 29 Oct 2019 I visited Roy at Templin Museum again and retrieved the two wheels bringing them back to my workshop. Each wheel weighed in excess of 47kg. Roy had done a marvellous job of repairing them. Now it was up to me to do the finishing touches, prime and paint the timber and steel, and set them on their new journey in time.

Sadly, Roy has passed away (13 Feb 2023)

2. The Chassis

I decided that the timber to be used for the build would preferably be Australian hardwood. Sourcing well-seasoned hardwood was problematic, as the dimensions required from the original Dray were generally larger and all Imperial. Therefore, over size timber had to be obtained and then milled to that required.

Coincidental with the Bellows activity, and probably as some stress relief, I continued work on the Dray's chassis and ironwork. I decided on decorative iron rope rails to fit on top of the side panels. All standoffs were hot punched to provide pass through openings for the rails. During May I blacksmithed the four spacer bars for the side of the dray. They required forge-welded collars, which were tapered. That stretched my abilities. Following the completion of the Bellows (more on that in the next newsletter) I set up three empty 44gl drums to act as a stand for the Dray. The two primary bearers were set on the drums and the rear cross member fitted into its tenons. Nice and snug. The two steel bumper pieces blacksmithed earlier were bolted in place. The side cap rails were temporarily fitted to provide some fidelity to the dray's size and shape. Their placement allowed the steel Forge construction to commence.



Ned & Roy: Final Measurements

Late August, following the majority build of the forge, work commenced on the Dray's flooring. Very old seasoned Australian hardwood (Spotted Gum, Ironbark and Blakely's Gum) that had been in storage for well over twenty years, found its way through the Thicknesser. It never ceases to amaze me when timber is planed from its rough state as to what is underneath. The flooring is exceptional. I drilled and nailed the

majority of the flooring to the chassis with galvanized nails to ensure longevity of the structure.

I spent a couple of days building the tailgate and blacksmithing the two hinges required. I made decorative ends for them. Only the strap ends required smithing, as I was able to use the two butt ends retrieved from the original Dray. They contained the pin and bolt section for fastening to the chassis. Once the tailgate was fitted, I moved forward and completed the task of fitting the sides. The pickets were all fitted using glue and timber dowels.

My attention now moved to the front of the Dray where more blacksmithing was required. Two brackets were required to support the seat back and were completed and fitted late September. During this period, I smithed a fancy finial for the end of the Bellows lever and also worked on its pivot mechanism.

Fourteenth Oct 2019 was spent hand shaping the two shafts for the dray. I used a draw knife and rasp to achieve a soft oval shape and the dimensions required. Two mortises for the cross member were hand chiselled in as well. That took a while. A liberal coat of Diesel, for preservative, was applied to the timber. More blacksmith work was completed on dray artefacts with the two alighting handles straightened and shaped to fit their new location. They were on the old dray and were bent and fractured, however were reforged and then painted prior to fitment. The handle for pumping the bellows was completed and fitted in early October.

(Continued next month)

Postcard of the Month

An occasional series highlighting some of the Ipswich postcards from the editor's collection.



Cunningham's Hill, Ipswich (Murray Series #12)

Historical Building of the Month – 23 *The Terrace, North Ipswich*



This rather curious house is currently located opposite the Len Johnson oval and just a couple of doors up from *Horseland* and the Pine Street roundabout on The Terrace at North Ipswich. Protected from curious eyes by louvres right across the façade of the building, it hides its history well.

Stylistically, it fits firmly within the early to mid-colonial period, built low to the ground and with the verandah positioned directly onto the street. It has a broad hipped roof (likely originally a shingled roof), without eaves, a distinctive feature of early colonial homes.

An early *Certificate of Title* dated 1871 suggests it may have first been owned by the Bedford sisters. It would be interesting to find out a little about them and why they built such a substantial home on this site.

Internally the property has four roughly square rooms stretching across the front of the building behind the verandah, and four additional spaces behind, including a large kitchen / dining area and two bedrooms. A later addition sits at the back of the building. The house sits on a large block with a mature Jacaranda offering shade.

This is a rare example of a larger pre 1880 home in the Ipswich area. To my knowledge Mona Lodge in Nicholas Street is the only other house with similar early construction characteristics, though there are one or two smaller homes with similar early colonial features scattered around Ipswich.

Many of you would be aware that this site, along with others on The Terrace and neighbouring Pelican Street are part of a significant multi-unit development proposal. I don't know if the house will be removed or demolished, but the latter seems most likely. Either way, once again it seems we will lose part of Ipswich's housing heritage.

Mystery Object

What am I? Length is only about 17cm, so quite tiny. Try to guess without referring to online sources.

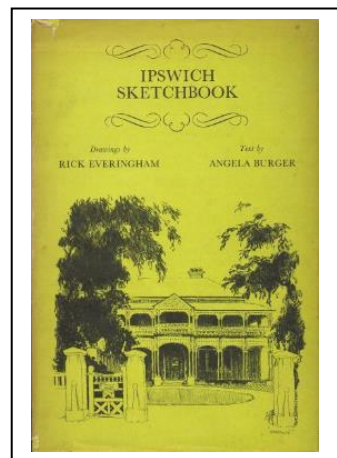


(Hint: It has nothing to do with fire.)

Last Month's Object: Stoneware Hot Water Bottle or bed warmer

Book of the Month

<i>Title</i>	Ipswich Sketchbook
<i>Authors</i>	Angela Burger (text) Rick Everingham (illustrations)
<i>Publisher</i>	Rigby
<i>Date of Publication</i>	1976
<i>Number of Pages</i>	64



This little hardback publication is one of a series of volumes that illustrates mostly historical residential properties from all around Australia. *The Sketchbook Series* includes about 175 titles – they would make a formidable collecting project if you could find all of them!

In this volume we find twenty-nine of Ipswich’s iconic buildings and other sites, including Claremont, the Courthouse, Belmont, Almondsbury and St Paul’s Church. Also included are illustrations of the Brisbane River and the R.A.A.F. Base at Amberley. On page 54 we find details and a fine illustration of the former Lands Office, a classical building that once stood proudly in East Street.

Although the book has been out of print for many years, it sometimes can be found in old bookshops or online. It is one of a number of publications about Ipswich that have been produced over the years using a similar text / illustration format. Some of these will be highlighted in future newsletters.

Save the Date in 2026

- Ipswich Show - Friday 15 to Sunday 17 May at the Showgrounds**
- Biggest Morning Tea - Saturday 30 May at Cooneana 11am – 1pm**
- Horses to Horsepower – Sunday 28 June at Cooneana 9am to 2pm**
- Box Flat Memorial Service – Friday 31 July at Swanbank Memorial 10am**
- Back to Limestone – Saturday 5 September at ICC Events Room 9am**
- Cooneana After Dark – Friday 11 September 6pm to 9pm**
- Cooneana Market – Saturday 17 October 9am - 1pm**
- Volunteers Thank You Evening – Friday 20 November**
- St Barbara’s Day service –Friday 4 December at Limestone Park 10am**

Out and About at Cooneana



Contact Us - Ipswich Historical Society

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Opening Hours: Thursdays, Fridays & Saturdays 10.00am-2.00pm

Membership: Please visit our website or contact one of our friendly volunteers for details

Contributions to the newsletter are most welcome.

Please contact the editor: cooneanaeditor@outlook.com