Ancient Iron

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Marlborough Vintage & Farm Machinery Society Inc.

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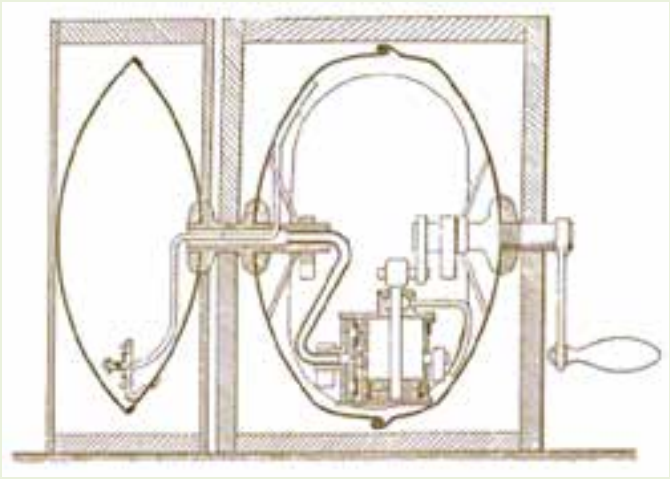
During Heritage Day Ian Le Grice primed and started this old Petter, originally from Woodbourne and after several attempts it fired into life, much to Ian's delight.

Early Refrigeration

Whenever we have an open day this spinning ball of ice is always a popular attraction for the young and old to put their finger against to see if it really is ice.

This machine is an Audiffren and it was first installed at Barry's Hotel by WGG Cuddon, or more specifically by Gorton Cuddon's brother John (senior). John trained as a refrigeration engineer at a time when both domestic and commercial refrigeration was about to change the way we stored our food and drink. I recently spoke to John May who was one of the first apprentice refrigeration engineers employed by Cuddon's just after World War 2. John removed this machine from Barry's Hotel just before 1950. He thinks it would have been installed about 1927-28 because this unit was driven by an electric motor and this would have been about the same time that reticulated electricity was available in Blenheim from the Waihopai power station. The Audiffren was installed in an outside shed at the hotel. The evaporator (cold part) would turn in a tank of brine. This in turn was pumped inside to a cabinet not far from the bar where the brine and the beer would pass through a heat exchanger, cooling the beer, before it reached the tap on the bar. The unit was controlled by a thermostat so the brine didn't get too cold.

Abbe Marcel Audiffren was a French Priest, physicist and inventor. Audiffren served as an Abbott at his Cistercian monastery and originally designed a hand cranked device for cooling liquid, such as wine, for his Monks in about 1894. Audiffren combined the ideas from other inventors like James Watt, who invented the condenser 140 years earlier, Jacob Perkins who was credited with vapour – compression refrigeration in 1835 and Ferdinand Carre' who used gas – vapour for his ice making machine in 1862.



The above photo shows Abbe Audiffren(3rd from left) posing with physicist Albert Singrun on the left, A. Myers, and J.J. Wood. The diagram on the right shows Audiffren's refrigerating machine which was granted a patent in 1895. With the help of Albert Singrun, improvements were made to his machine which was granted another patent in 1908(Fig 3 photo below) and manufactured in France. These improvements led to one of the most successful units made for domestic refrigeration. A group of Americans bought the patent rights from Audiffren and formed the "American Audiffren Refrigerating Machine Company". General Electric manufactured the equipment and the Johns – Mandeville Company marketed it. The first machine was sold in 1911 and between 150 & 200 units were produced each year until 1928. These machines were expensive to buy, costing about $1,000, which was about twice the price of an automobile at the time. The other two men in the photo, A. Myers & J.J. Woods were the Americans who arranged for General Electric to make the Audiffren machine in Fort Wayne, Indiana.

In 1916 General Electric began to design a refrigeration machine that was simpler than the Audiffren machine and by 1918 had developed a machine with the motor enclosed in the compressor case. However the condenser was still water cooled but by 1923 both the compressor and condenser were air cooled. This was one of the most important technical developments in domestic refrigeration.

I'm no refrigeration engineer but I'll have a go at explaining how this Audiffren fridge unit works.

It uses sulphur dioxide as the refrigerant because its properties were well suited for this application at the time. Freon refrigerant gas wasn't developed until about 1928 and ready to be used in commercial quantities until about 1934. In the refrigeration cycle there are some basic components, refrigerant fluid (in this case sulphur dioxide SO2), a compressor which controls the flow of refrigerant, the condenser (left hand ball in the above diagram) and the evaporator (right hand ball). In this application all these components were hermetically (air tight) sealed. The condenser ball is turned by a motor via the pulley on the left hand side of the diagram and the ball is supported by the two bearings. The evaporator is connected and turns with the condenser by a shaft. This shaft extends back into the condenser, has several passages drilled through it to allow the liquid refrigerant to flow to the evaporator and the gas to flow back to the compressor. The compressor assembly, SO2 reservoir and separating chamber remain stationary within the condenser ball. The compressor is supported and hung upside down on this shaft and the piston moves up and down by means of an eccentric on this shaft. The compressor assembly cannot turn with the condenser as it has a counterweight holding it in the lower part of the ball. The compressor raises the pressure of the vapour returning from the evaporator and as the condenser is rotating in a container of water the hot gas is cooled by the water. It is now a high pressure liquid turning with the condensing ball. To keep all of the parts lubricated a small amount of oil is also added to the condensing ball when it is manufactured. Because of centrifugal force the liquid refrigerant mixed with oil is thrown to the outside edge where it is picked up by the scoop and is transferred to the separating chamber. Because the oil is lighter than the liquid refrigerant the oil will float to the top. The liquid refrigerant is now transferred to the SO2 reservoir and because it is still under pressure it gets pushed through one of the two drillings in the supporting shaft to the evaporator. When liquid refrigerant turns back into a gas it boils, but it boils at a very low temperature, therefore forming ice over the evaporator as it turns. The gas is then forced back to the compressor via the second drilling in the supporting shaft and thus starting the cycle over again.

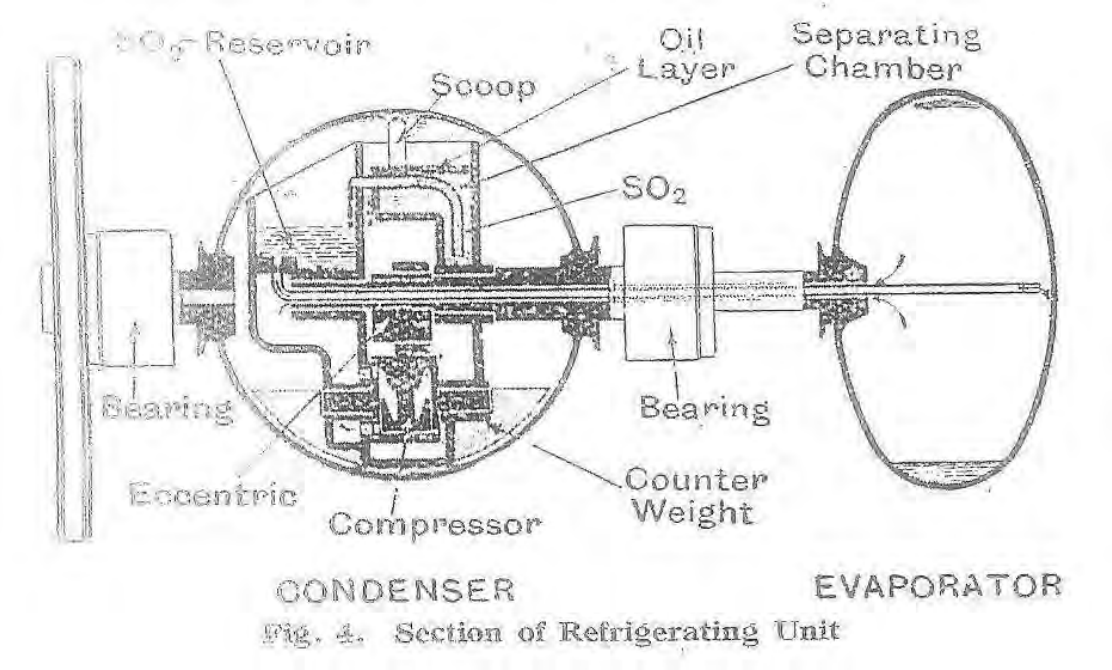


Fig. 4. Section of Refrigerating Unit

These machines were either mounted on top of a cabinet to cool the air as in the photograph below right or in the case of Barry's Hotel the evaporator was run in a tank of brine which was then pumped into the hotel and through a heat exchanger to cool the beer. The photo below shows an ice making machine which uses a similar set up.

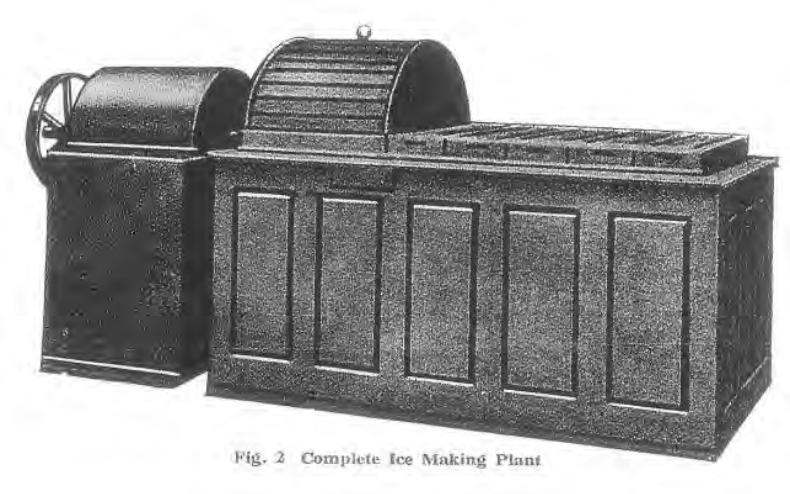
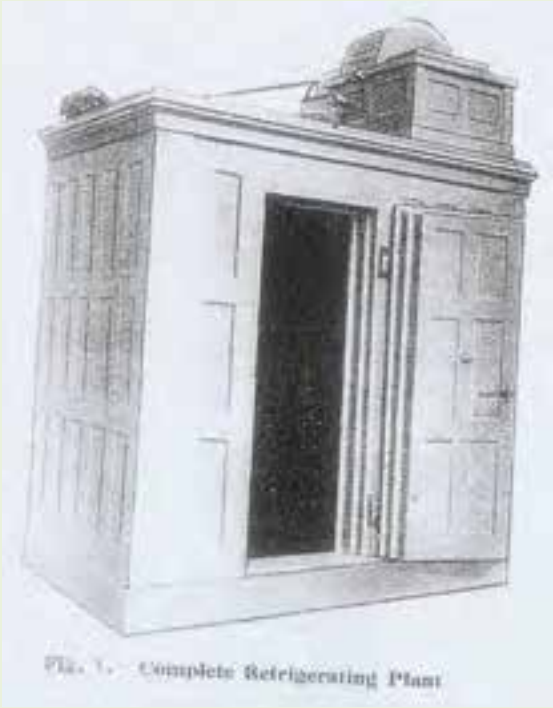


Fig. 2 Complete Ice Making Plant



Complete Refrigerating Plant

John May is pictured here with the Audiffren Fridge Unit which is on permanent loan from WGG Cuddon. He credited Bob Thoms, who also worked for Cuddon's, for having this machine on display at MVFM. John said quite a few of these units were installed throughout the Marlborough Sounds. He recalled installing one a short distance down the Queen Charlotte Sound which was turned by a Pelting Wheel. The unit was set up similar to the picture above and as the water exited the Pelting wheel it cooled the condenser while the evaporator was placed inside the cabinet.

During John's long career with Cuddon's he was involved with a lot of projects involving refrigeration. One of these was the development of Freeze Drying equipment. Now the origins of freeze drying can be traced back to the 15th century, where a rudimentary form of freeze drying was used by the Incas in South America but during the twentieth century this process was somewhat refined. Modern freeze-drying techniques were initially developed during World War 2. Blood being sent to Europe from the US for medical treatment of the wounded required refrigeration, but due to the lack of simultaneous refrigeration and transport, many blood supplies were spoiling before reaching their destination. The freeze-drying process was developed as a commercial technique, enabling blood to be rendered chemically stable and viable without requiring refrigeration. Shortly thereafter, the freeze-dry process was applied to penicillin. Both Gorton and his brother John were aware that Vickers in the UK were experimenting with this process but it wasn't until Mr. Dobson, a businessman in Blenheim, approached Cuddon's about a contract he had to the military to supply freeze dried food for the war effort that the company became really involved. Not long after this John became involved as well.This was a very secret venture at the time with a fair bit of suspicion from work colleagues, said John, because it was commercially sensitive. They were carrying out all sorts of experiments with different machines and techniques to achieve the low vacuum required to ensure the freeze dry process would work properly. A little further down the track and Cuddon's were approached by the Australian Government to see if they could freeze dry a serum that had been developed by Australian scientists to combat the outbreak of Blue Tongue Virus which affects ruminating animals that was threatening the whole Australian sheep industry. Cuddon's, as some of you will be aware, are still manufacturing and exporting freeze dry machines all over the world to this day.

John showed me a Time Line of refrigeration which started near the end of the 3rd century BC with a person who had invented an apparatus for measuring temperature. In the year 1550 there was a process for cooling wine and water by adding potassium nitrate, in 1803 Thomas Moore received the first US patent for a refrigeration process, in 1852 William Thompson(Lord Kelvin) described the concept of a heat pump, 1861 a meat freezing plant was established in Sydney, 1876 saw the first intercontinental refrigerated transport by ship from the UK,1892 first air conditioned house in San Lorenzo, California, 1894 Audiffren patents the first hermetically sealed refrigeration system, 1906 freeze drying process discovered, 1907 Willis Carrier patents a system for precisely controlling the humidity in a room, 1928 Chlorofluorocarbon refrigerants developed by General Motors research Lab, 1939 first experiments in Great Britain freeze drying penicillin, in 1947 there were 43,000 window air conditioners sold in the U.S. and the list goes on!!

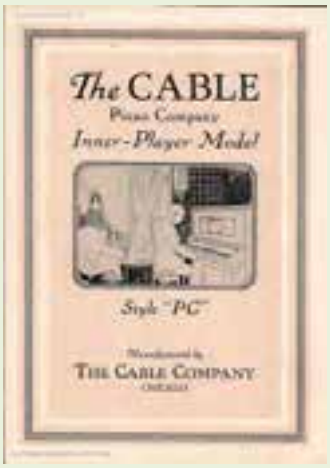
While the basic principle of refrigeration hasn't changed, the style of our refrigerators has certainly come a long way with the photo below of the sealed refrigerating unit sitting on top, to the latest offering from Samsung on the right. This refrigerator is connected to the internet and so you can use it to log onto a supermarket website and do your shopping with it. Or if you get to the supermarket and can't remember whether you need to stock up on some more butter or milk (or beer!!), you can connect to your refrigerator using your smart phone and have a look inside the fridge with the built in camera!! It will also play your favourite music, can be used as an electronic notice board which can receive messages from your phone, act as an electronic photo album and of course tell you the time and what the weather is doing outside. God only knows what it will do in another hundred years!!

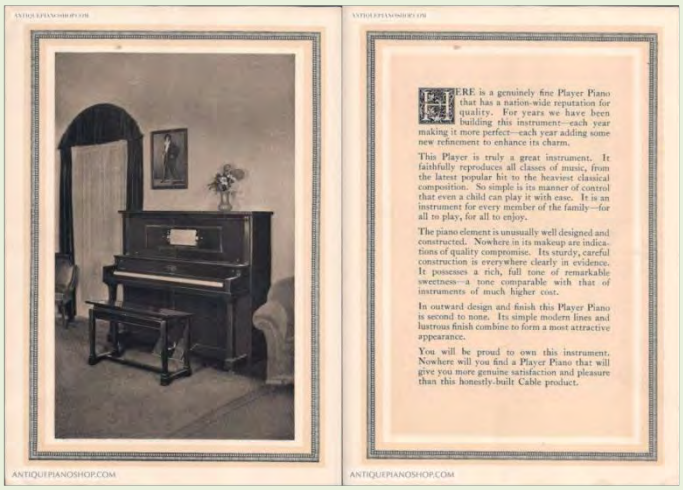
Acquisitions

This McCormick Deering W4 was donated to MVFM by the Chapman Family of Ward after their father, Peter, recently passed away. This tractor, S/No. BH-17897, was built sometime between 1947 and 48. There were about 24,400 of this model built in total costing about $1900 USD at the time. It would make an ideal restoration if anybody was interested. Thanks to the Chapman Family for the donation and Ross Cooke for retrieving the tractor.

The Flaxbourne Rural Fire Brigade kindly donated this 1982 Willys Jeep to MVFM. It was originally owned by the NZ Defence Force then Carter Holt Forestry and finally purchased by the Flaxbourne Settlers Association. It is in full working condition.

This piano has been donated to MVFM by the Holdaway family of Grovetown. It was manufactured by the Cable Company of Chicago. It is called an Inner-Player, Player Piano or Pianola as it is self playing. We have eight music rolls that came with it but Karen and Alan McWha have also donated a cabinet full of them, 84 in total. These machines were very popular from about 1900 to 1930 with over 2 million of them being built. This particular one was built in 1923, S/No.242847, with about 6,000 being built that year. It could be played as a standard piano or just above the pedals a door would open and two more pedals would drop down that work a pneumatic system where a vacuum is built up by the bellows. In this case an electric vacuum cleaner motor was used because in the latter years Mr. Holdaway couldn't use his legs to pump the pedals. Above the key board a paper roll is pulled over a metal bar with a row of punch holes. In the paper roll you can find matching punch holes, one little hole for each tone. Each punch-hole is connected with an ingenious system of valves and membranes. When air sucks through the hole in the paper, it lifts a corresponding membrane which opens a valve and closes a little bellow. This little bellow sets into motion the action of this particular tone and the hammer hits the string. The speed in which the paper roll passes over the bar with the punch holes indicates the tempo. There are special levers to adjust the tempo. The volume of the tone can be increased or decreased by the force in which the bellows are driven. Mr Holdaway was very fond of his music and made his own music rolls. We hope to have this Pianola operating for our next open day. Below is the advertising literature from the manufacturer.





On the right is the cabinet with 84 music rolls in it donated to MVFM by Karen and Alan McWha.

Free to a good home -

Ian Conway contacted us recently about this elderly garden rotary hoe, namely a “Gardenmate” manufactured by Landmaster Ltd of Hucknall, Nottingham, England and powered by a 2 stroke J.A.P. engine. It currently resides at Andrew Hammond’s place at the foot of the Lions Back Hill, just south of Seddon, Ph 03 575 7551.

A Little Humour

Engine Shed

The club recently purchased a pallet lifter to make it easier to move the stationary engines around. Roger Schroder(pictured) and Rod Clark have done a great job of getting the engines lifted up onto 6 x 6's. Roger reports that this will make it so much easier to get engines out when we have an open day and it helps when sweeping the shed out.

Roger and Rod are also checking each engine as they go to ensure that it will start. They have asked if they can erect a work bench in the Engine shed so they have a few tools close at hand when repairs are required.

Running Repairs

Thanks to Roger and Ken for the repairs to one of the old engine sheds

GRAHAM GIBSON

Graham spent his first few weeks after his birth in Renwick. Soon the family was to move onto the family farm, Spring Glen, at Kaituna, where his father had built a house from one of the derelict buildings from John Gibson's flax mill. The farm was mainly river bed and subject to flooding. Whenever it rained the sheep had to be mustered onto higher ground. The family milked about 12 cows with a two cow milking plant that was powered by a 2hp Lister which was fitted with the starter and generator from an old car.
Graham remembers getting a phone in 1948, when he was going to college, but the power wasn't installed until 1957. He was educated at the Kaituna School where the roll peaked at 12. Marlborough College was the next step where he would bike 3 miles on a gravel road to catch the bus.
After 2 years at college, Graham started his first job at Langley Dale in the woolshed for a pound a day. He was 15 years old. Work on an apple orchard followed for 10 seasons where he did everything from picking to packing. By the time he was 17 he could shear 100 sheep a day. Shearing became part of Graham's life for the next 10 years.

Farming at Gibson Town about 1946.

D'Arcy and Graham Gibson on the new Model B. 1938-9.

In approximately 1938, D'Arcy Gibson, Graham's father, bought an Allis Chalmers, Model B tractor, which pulled an Oliver 2 furrow plough. This replaced an old McCormick 15/30.
In 1959 Graham married Margaret Leslie who was a registered nurse. After living in Renwick for a short time, they bought a farm in Wairau Valley and raised 4 children. The farm ran 1100 sheep to start with but ended up supporting 2000 breeding ewes and young stock as well as 75 beef cows and their young stock.
The next move was onto a dairy farm at Havelock Suburban with 45 cows. By the time Graham and Margaret left the farm 20 years later they were milking 160 cows.
Graham was involved with the Wairau Valley and Havelock fire brigades for almost 25 years.

In about 1948 – 49 Graham's father purchased 3 of these old Airspeed Oxfords from the RNZAF at Woodbourne. They had been used as training planes during the war. Graham said his father bought them for play houses and cost about Ten Pounds each.

Renwick 4th grade Rugby team 1950.
David Newman, Peter Benseman, Lloyd Reeves, Pat Mulloy, Richard Green, Noel Middlemiss.
Murray Booker, Jim Tyrell, Colin Boyce, Graham Gibson.
Robert Brydon, Mike Williams, Alec Boyce, Pat Hammond, Paul Watson, John Brydon.

The Massey Harris 101 twin power makes way for a new Nuffield with a P4 Perkins in it. Graham said this Massey Harris had the continental motor in it while the Nuffield was the only one in the district with a P4, most of them had P6's in them. This tractor ended up with a backhoe on it and Gill's used it for quite sometime. Note also the Darvel Strake attachment on the left hand wheel. Graham said these made a real mess in the dust and mud.

In 1953, as a 19 year old, Graham went for his Military training which started with 2 weeks at Burnham and then another 6 weeks in Waiouru during the winter. The photo above shows Graham, on the left, dressed in the uniform of the tank crew that he was part of.

It must have been a busy year for Graham. This photo was taken as they were about to board a DC3 to fly to Fielding as the first of the Young Farmers Club to be part of a stock judging team.

The Massey Harris 101 with the Case baler receiving a bit of attention while the tractor driver waits to carry on baling the hay.

Before leaving the farm, several implements and two tractors were donated to MVFM.
After retiring to Blenheim, Graham joined MVFM. During a heated discussion with another club member regarding the whereabouts of a tractor that couldn't be located, Graham asked where the serial numbers of the tractors were recorded and kept. He received a blank response and so for several years after that Mr A G Gibson could be found in either the library, looking through past minutes, or searching through the sheds for machinery and recording their serial numbers.

Thank you Graham for all your hours and hours of patience and hard work with the documentation associated with the recording of all the tractors and machines that have been brought into MVFM. As Curator of our club Graham was also instrumental in getting our aluminium tags produced and attached to the machines to make the tracking of them so much easier.

Nowadays Graham has become chief stoker in the Molesworth fencers hut on Open Days. This is a popular spot with old and young alike. A warm cuppa made by Graham is welcomed and appreciated by the ladies at the cottage on such occasions.

We would like to thank Graham for letting us write up this article and reproduce some of the many photos he has.

John Birch (Engineer)

John North Birch (1867–1945) was born in Foleshill, Warwickshire, England, and trained as an engineer. He constructed his own push bikes and automobiles. Birch also used the first names George and William (Bill) while in New Zealand.

Early life and career

Birch was one of 11 children and the eldest son of a Foleshill ribbon manufacturer. He completed an engineering apprenticeship with a Coventry engineering firm which produced steam engines. About 1884 he joined bicycle manufacturers Starley Brothers of Coventry. The following year he moved to Sheffield and worked in a railway carriage factory. From there he worked in a steel foundry before returning to Nuneaton in 1888.

Birch married Hannah Taylor of Exhall, near Coventry, in 1892. They had three daughters.

George Eliot motor cycles

About 1888 Birch built a pushbike with an oil retaining hub, an invention of his which is universally used in cycle production. He named it the Foleshill and this pushbike proved popular and included among its purchasers Dennis brothers of Guildford. Moving his business to Princes Street, Nuneaton, in 1898, Birch renamed his bike the George Eliot after the author of the same name. Here he employed some 20 people, including his brothers Harold and Fred.

About 1900 Birch built his first motorcycle, which he also named the George Eliot. The bike had three innovations: the engine was positioned where the pedals are on a bicycle, the engine was built into the frame, and it had a low-tension magneto superseding the battery type ignition. Two of his bikes were shown at the 1902 Stanley Show. The brochure from the show described them as “One is fitted with Simms' Magneto in conjunction with Birch's advance sparking apparatus”. This machine is constructed with Birch's patent combined crank chamber and bottom bracket built in the frame; surface carburettor, belt drive, Birch's disc hubs, and compound brake. The other has a surface carburettor, wipe contact, accumulator, trembler coil, and self-compenszing contact

In 1903 the bike was awarded a first class diploma for reliability. In July 1904 Birch and F W Marston rode one from John o' Groats to Land's End.

In 1903 Birch sold the right to construct these bikes to Bradbury Motor Cycles, which produced them under the Peerless brand. His brother also continued to manufacture them until 1925 under the name George Eliot. In 1905 Birch left his family in England, intending to return within 5 years. He never did, but kept in contact through correspondence. Birch immigrated to New Zealand in 1905.

Marlborough Engineering Limited

In 1908 Birch worked with Miles Cheesman at Birch and Co, Blenheim. He started his own firm, Marlborough Engineering Limited, in 1912. There he developed and constructed a motor car, which he named “Marlborough” after the province. The car pictured was built in his garage in High St. Blenheim. He started to build the car in 1912 and completed it in 1919. It had a four cylinder engine with a four inch bore and a seven inch stroke, five main bearings and full force feed lubrication. The valves were two and a half inches across the face with a cam lift of half an inch. It was claimed the car was capable of 100 miles per hour on a good straight road with a good set of tyres. The car was bought by James Fuller of Seddon(one of the occupants in the car) who said it was a reliable car but hard to start which wasn’t surprising given the size of the motor and the fact that it did not have an impulse magneto for starting. James Fuller owned it for 21 years but with the advent of WW2 came the shortage of tyres and Benzene so it was parked up.

Photos courtesy of Marlborough Vintage Car Club

The car was offered for sale sometime after the war but no one was interested, not even for a price of 10 pounds, so the car was given away to Ron Osgood of Seddon and broken up for scrap. The engine was the only part saved because Ron couldn't get his eight pound sledge hammer to break the motor up so he decided to rebuild it instead. The Marlborough Vintage Car Club purchased the engine from Ron's estate sometime after 1968 and it is now on display at their club rooms.

In the same period he also built several marine and stationary engines, plus the huge marine engine which ended up in a Mr McManaway's launch the "Marlborough".

This is the complete and running engine that we have at MVFM but we also have this incomplete motor donated by the Osgood Estate

In 1915 Birch is believed to have created a shrapnel shell for the New Zealand Army. Newspaper reports of the day refer to George (John) Birch of Blenheim as being its creator.

Trouble with a motor

During the war period Birch constructed a marine engine for a Blenheim farmer, Thomas Davies, and garage owner, Edward Parker. Construction proved more difficult and expensive than originally assessed by Birch and resulted in litigation. In June 1918 Birch was ordered to pass the motor to Davies but he either refused or could not and was jailed over the matter. Having served almost a year in jail, Birch was released on the understanding he would supply Davies with the engine. This did not happen to Davies satisfaction and the case was returned to Court in October 1919. Davies claimed parts were missing and Birch said that they had never been in his possession. It was this engine that finally ended up in McManaway's launch after being discovered at Picton some years later.

Carlton Car Company

After making his first car, Birch moved in 1922 to Gisborne. While working as a foreman for Collett Motors, he built three more cars. These were renamed Carlton. Both the second and third cars were extensively damaged by fire, but the second car was redesigned and sold as a three-ton truck and the third car was used for spare parts by the owner of the truck. In the 1950s, the truck was recovered from a swamp and rebuilt as a car by the Gisborne Vintage Car Club. The rebuild was completed in 1998.
Birch's fourth and final car, the baby Carlton, was completed in about 1928. In 1930 a prospectus was published to raise £7,000 and a new company, called the NZ Motor Manufacturing Co Ltd, was formed. One financial columnist of the day commented that the prospectus lacked sufficient detail to make a reasonable assessment. It did note that the car was to be a six-cylinder front-wheel drive.
Insufficient funds and the Great Depression ended Birch's car company and he built no more cars after that.

Birch died at Gisborne, New Zealand, on 19 February 1945 and is buried at Taruheru Cemetery. He was 77.

Article supplied by Rod Clark

Edited by John B

When Phil Aish's much loved wife Janice died a year after being diagnosed with cancer, Phil organised a trek to raise funds for hospices. Phil and his wife had discussed how they could repay in some small way the enormous debt of gratitude they felt they owed to the hospice and their many volunteers. Janice had listened to Phil regarding the practicalities of a fundraising trek and she encouraged Phil to "Do it!!" Phil saw this trek as a fulfilment of the promise he made to his wife. So in 2016 not only did the event raise nearly $100,000, but Phil and his supporters captured the hearts of people across the country.

Now on their second trek, Phil with a cavalcade of Vintage Tractors, Jeeps and Trucks left Bluff on 12th February on a 2600km trek to Cape Reinga to raise funds for hospices throughout New Zealand. They are due to arrive at their destination on 9th March.

Phil and his team arrived in Blenheim on the 20th February in the pouring rain after a 110km journey from St Arnaud. Our Club members were invited to join the trek at the Giesen Sports Centre in Renwick and travel into the Marlborough Hospice where a BBQ was planned. However the downgraded cyclone Gita put a somewhat dampener on that. John Neal and Ross Cooke were at the Hospice to welcome the Trekkers and represent MVFM. After the BBQ Ross escorted them to MVFM and showed them through our display.

With the help of social media I have down loaded these photos.

The Trekkers were photographed lining up for a BBQ which is being prepared under the carport at Hospice Marlborough.

Sandy from Hospice Marlborough presented Phil with a “Thomas face” for the front of his Mercedes tractor. Phil acknowledged the 300 volunteers from the region who work tirelessly behind the scenes to support our local hospice. Chateau Marlborough, who provides meals for the patients, was also mentioned for their contribution.
Fortunately the weather was sunny on the following day for the group to sail across Cook Strait. By lunchtime they were photographed outside Parliament Buildings. Maggie Barry MP and Trevor Mallard MP were among the crowd there to support them. So far this trek has raised over $20,000. What a wonderful fundraiser this is and I’m sure we can all relate to this worthy cause.

Restoration

Siemens Brothers DC Generator

This DC Generator was Patented in 1910 by Siemens Brothers and was donated to MVFM by Don Todd of Nelson. Don is keen for us to get it going again and suggested I get hold of Errol Stacey to have a look at it. I caught up with Errol last October during our open day. Most of you will know he ran his own business in Blenheim repairing electric motors and generators. I asked him if he would be interested in having a look at it to see if it could generate electricity again. We removed the armature one Saturday morning and checked it on his armature “Growler” and it was okay. So Errol set about making some new brushes for it while I cleaned up the brush holders. It is nearly back together again and we hope to have it operating for our next open day. Pictured below is Errol the day we checked it over. I recently ran into Chris Ruffell, who drives the Allied Petroleum tanker. Chris retrieved the generator from the French Pass and confirmed it was used to power the light house at Stephens Island. After that one of the Moleta’s from D’Urville Island used it on their farm.

Stephens Island Light House

Other Museums

We are often passing through other towns and when we get the time we like to stop at their museums. One of these is the museum at Fairlie. They have a very good display which is well worth a stop. There is a café in front of the museum which is very handy if you need a cuppa and something to eat or perhaps leave the wife there while you check out all the stuff in their sheds!!

Last September we had a trip to Melbourne and while we would have liked to gone out to Lake Goldsmith we didn't have the time but I did manage to get out to Ferntree Gully's National Steam Centre. If you are ever in Melbourne and have the time I would suggest it is well worth your visit. They were very friendly and keen to talk to the Kiwi visitor.

Their steam shed is packed full of horizontal and vertical steam engines and a good variety of big diesel engines. They purchased the old Lyttleton Tug from Christchurch and motored it to Melbourne where they removed the two triple expansion steam engines from it.

They also have a pair of John Fowler Steam Ploughing Engines, built in 1920, Model Z7 S/No.'s 15499 & 15500.

They each weigh 25 tonnes, have 500 yards of cable on each winch drum and a reversing plough to go with it.

In the same shed they had this cutaway Cat Diesel Engine.

While I was there I got talking to this guy, Adrian Anderson, who is restoring this Rapier dragline. This is the smallest dragline that Rapier made, while out in the centre of the park is the largest walking Rapier dragline ever made. When fully assembled with its walking feet on, it weighs 108 ton.

Across the other side of the world

Sometime ago a guy in Sweden, Erik Stenvall made contact through our website regarding the Hanomag Z25 we are slowly restoring. He contacted me again recently and said he was restoring a Fowler VF crawler with a Bray dozer blade. He has also been helping his friend to restore a Ruston Bucyrus 30 & 54(below left) and is trying to get him to restore his Bucyrus 18B steam shovel from 1916 (below right)

Steam & Cinders New Year Rally Nelson 2018

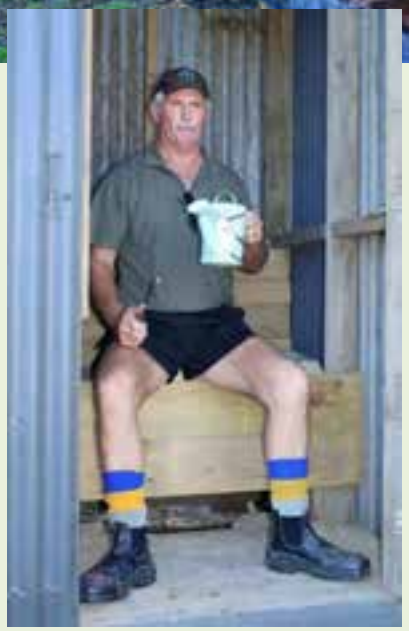
The rally held at Tahuna was very popular with model steam clubs from all over the country being there. Pictured below right is George Johnson from the Halswell club in Christchurch with his Showman Traction Engine. Some of you may recall George and his fellow club members were at MVFM's 50th anniversary with their engines.

Sawmill Display

The Sawmill display project, being led by Chris McKay, is progressing. They have the site all laid out and are getting ready to concrete some posts into the ground for the roof. They have had a setback though as some low life has stolen a large amount of 6 x 2's, about 4 metres long, that were going to be used for the roof perlins!!

Pictured are some of the team involved with the project, left to right are Jeff Rowberry, Bruce Davies, Chris McKay and Errol Hadfield while John Simmonds, Stan Brandish, Bernie Mason and several others were absent the day this photo was taken.

Contemplating the next move and working out just where all these bits will fit into the display.



Not only did someone steal the timber but they also stole the door handle off Chris's long drop!! Another handle has been donated but Chris has being using a screw driver to open the door and in the meantime, until the water is connected, he has to use the watering can he is holding to flush the toilet.

These photos were supplied by Kathy Johnston and judging by the photo she sent me on the right I think you had better be careful Chris when Kathy is about with her camera!!

Before & After Heritage Day

Park administrators organised a BBQ to be held at MVFM before Heritage Day to get some ideas about what could happen on the day. Representatives from all the clubs attended to help compile a list of activities. This meeting was greeted with enthusiasm because it was the first time all the clubs had been included at the planning stage. MVCC supplied their big trailer BBQ for the occasion. Ross Cooke and Ken Barr browned the sausages while the ladies from MVFM looked after the kitchen. An enjoyable evening was had by all because it gave the clubs a chance to either meet or re-associate themselves with each other.

On Thursday 22nd Park Administrators organised a de-brief for Heritage Day to get feedback on how the day went and what the negatives and positives were. I think everyone agreed that the day had been a great success with most clubs reporting that they had exceeded previous year's door takings.

Mystery Object

In our last issue we had a lot of people wondering what this item was for. Shirley has informed us that it is a fly catcher with some parts missing.

His Majesty's Theatre

Roger Schroder had this Anderson engine, which drives a compressor, out on Heritage Day. These two machines were used to raise and lower the curtain at his Majesty's Theatre which was on High St opposite where the Warehouse Stationary is now.

Pioneer Cottage

Brian Pinnell has been busy putting the final touches to the wash room at the back of the cottage. What a credit this area is to all those who have helped put it all together. Shirley has had items ready to put into this area for a long time and the finished room speaks for itself. She has a made a great job of putting the items out on display. Everyone who visited this area on Heritage Day were most impressed.

The cottage is always a popular attraction at Brayshaw Park and Heritage Day 2018 was no exception. A steady stream of visitors flowed throughout the day and looked at the displays with the older generation explaining to the younger people how things were done in the early days.

The butter making demonstrations were well attended and the children enjoyed the interaction they had with Helen making butter to take home. A very successful fundraising day in the tent with the jams, pickles and homemade lemon drink proving to be popular. The raffle was a favourite with everyone, a big Thank You to Shirley for the donation.

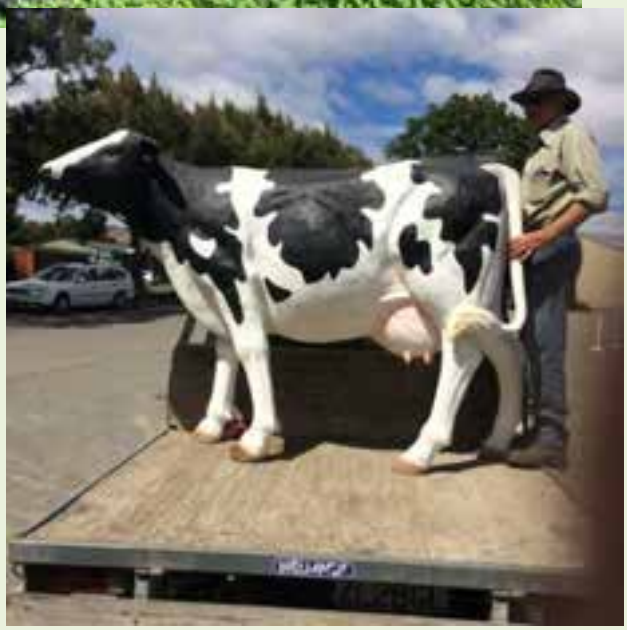
Open Day - October 2017


E34-408

Heritage Day February 2018


Food and Drink
For Sale


TAVERN & BAIT STABLES



Obituaries

GRAEME SHEFFORD

On 16th October 2017 Graeme passed away after a courageous battle with cancer. He has been a valuable member of MVFM for a long time, working tirelessly on the cottage restoration with Shirley and her team. He spent a lot of time tidying machinery around the Park and carrying out repairs on our buildings. A quiet a worker, Graeme was always there to help out at Club events and Open Days.

ROSS HAMILTON

Ross passed away on 24th December 2017 after a year long struggle with ill health. Ross was a past president and treasurer of MVFM and dedicated many hours to our Club. He was a hard working member who had a passion for Massey Ferguson tractors and restored several of his own. Ross was always active on Open Days and he too spent a lot of time carrying out repairs and maintenance on our buildings.

Our thoughts and sympathy are extended to the families of Ross and Graeme.

Once again we hope you have enjoyed this edition of Ancient Iron. When we look back to our last newsletter we have certainly been very busy with open days and other projects around the park.

Position	Person	Contact information
President	Jim Donald	donalds@ruralinzone.net
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Secretary	John Neal	njohnpam@gmail.com
Treasurer	Errol Hadfield	treasurer@marlboroughfarmingmuseum.nz
Editor	Jocelyn/John Burnett	burnett.family@xtra.co.nz

Upcoming Events:

:Monthly meetings- first Monday of the month- 7:30pm Club Rooms, Brayshaw Park

: AGM May - 2018