



Ancient Iron
Official Magazine of

Marlborough Vintage & Farm Machinery Society Inc.

Issue 7

August 2016

Upcoming Events:

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

Open Day- 29th October 2016

A&P Show – 4th & 5th November 2016

Heritage Day- February 2017

Position	Person	Contact information
President	Jim Donald	donalds@ruralinzone.net
Vice President	Ross Cooke	rosco.hydraulics@xtra.co.nz
Secretary	John Neal	njohnpam@gmail.com
Treasurer	Raymond Welburn	treasurer@marlboroughfarmingmuseum.nz
Editor	Jocelyn/John Burnett	burnett.family@xtra.co.nz

Roles Within The Club

Safety Officer: Ken Barr

Acquisitions & Disposals: Bernard Mason

Bulletin Editor: Jocelyn Burnett

Publicity Officer: Sandra Welburn

Curator: John Burnett

Restorations: John Neal

Park Administrators Delegates: John Neal , Jim Campbell

Cottage & Catering: Shirley Shefford

Buildings & Maintenance: Bernard Mason

Open Days Convener: Ken Barr

Auditor: the incoming executive shall appoint a new Auditor.

Solicitor: David Dew

Editor's welcome

We hope you enjoy a little light reading in the comfort of a warm home over these winter months. We would like to acknowledge the input from those who we have spoken to about times gone by. Their stories make for interesting reading and we look forward to catching up with other members for the next issue.

It is with sadness that we learnt of the passing of Peter Carpenter earlier in the month.

Jocelyn Burnett

Ritchies Shed

Before the winter months closed in and made the days shorter, a small team of dedicated Club members spent a day preparing and lifting the roof onto the old Ritchie's shed in its new position on the west side of the Park. Bernard and his helpers had already prepared the framing and the day proceeded without a hitch. A Big thanks to Charlie for the use of his Land Rover powered portable welder and to Richard Wallace from Hydralift Cranes.



Tree Felling Near the Cottage

Members will be aware of the removal of a large tree near the cottage. This has enabled us to see the cottage better and has certainly left a gap on the end of the Patchett Green.





When the demolition began on the old Loan and Mercantile building between Grove Rd and Sinclair St, no one was more surprised than Reg Nichol when the floor was ripped up to expose the remains of a Tangye gas engine. Because the building was constructed before 1900, the property was considered an archaeological site. This meant the developer had applied for an archaeological authority to oversee the demolition. Reg is an approved archaeologist who assessed and recorded the site prior to and during demolition.



When he discovered the Tangye engine he contacted MVFM. Ken Barr and Ian Le Grice went to have a look and of course they were interested in having the engine. When permission was granted, Brian Pinnell, Graeme Shefford and Ken Barr removed it to the park where it is now under cover. It would appear a wooden floor had been built over the disassembled Tangye engine. This part of the building, where the engine was found, will be remembered by most of us younger members as being the building where Brian Pont & Les Rogers ran their auction business and after that by several other business.





The person building the new floor must have been in a hurry because they poured concrete over the top of the barrel and the base has been broken. Unfortunately some parts of the engine are missing. Jeff Rowberry has had a look at the engine and thinks he might have enough parts to make a complete engine.



At the time the engine was discovered Bernard Mason sent me a link to “Papers Past” dated 4th October 1919 about an automotive repair shop on Grove Rd that was owned by Mr. C. Tunnicliffe who was using a Tangye engine to run his workshop. We did wonder if it might have been the same engine that was discovered in the old Loan & Mercantile building. After a bit of research including a call to Megan Ross at the Marlborough Museum we found out that Mr. Charles Tunnicliffe was operating his business across the road from the Dalgety Store. He started his business as a Blacksmith and Farrier in about 1881 and his business had changed with the times to the point where he was repairing the ever increasing amount of automobiles that were now starting to appear. His premises is just visible near the right hand side of the picture. It would have been very handy for the men who brought the horse drawn wagons laden with sacks of grain into town to have a blacksmith working across the road. The records show that he had vacated this site by 1928.



We are not sure when this photo of the Loan & Mercantile building was taken, possibly around the turn of the century, but it would have been typical of Blenheim around that time. From other photos we have looked at we think this photo would be looking north along Grove Rd with Alfred St behind us.



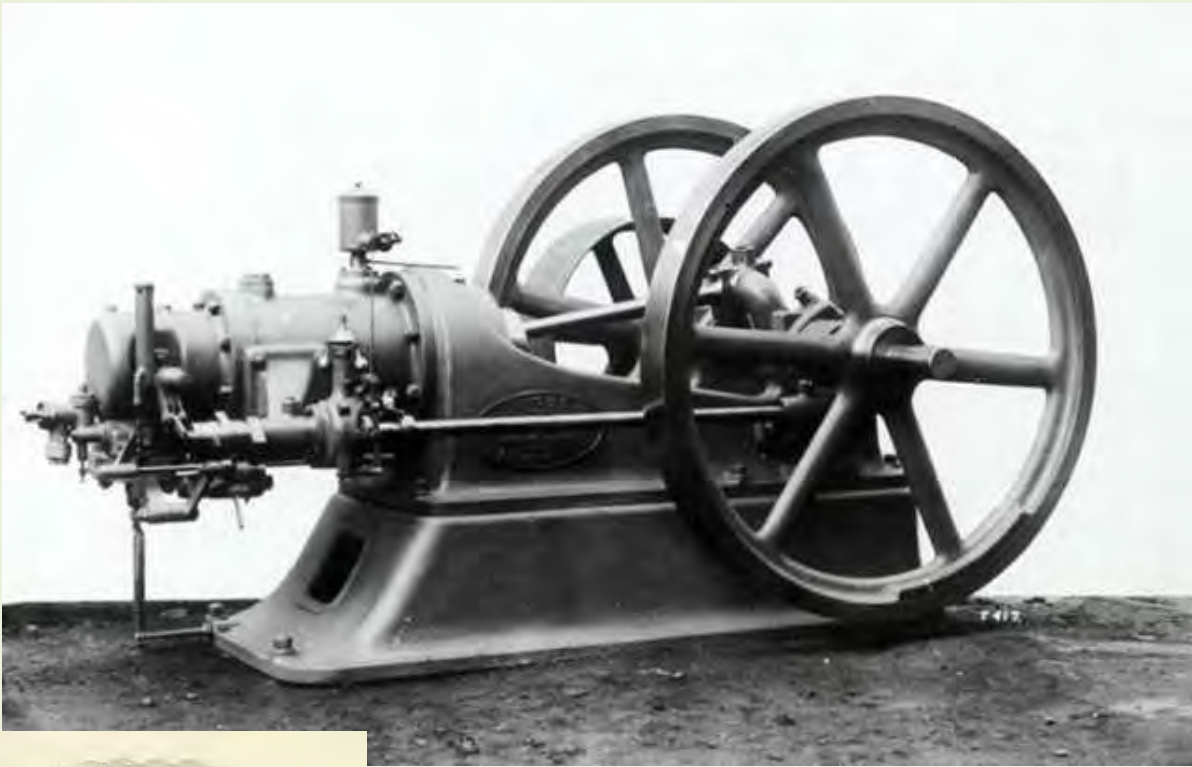
These photos were taken in 1953 and the one on the left was taken from a similar position to the old photo above.

The photo on the right shows the Alfred St frontage. Note the large door on the right hand side of the photo, Bruce Davies informed us that there used to be a railway siding entering the building at this point.



This photo is looking across the railway lines to the Alfred Street and Sinclair Street frontages.

The engine would have looked similar to the photo below when it was new. From information on the website of the “Tangye Engines” we believe this engine was produced between 1891 to about 1900. It was running on gas manufactured by the gas works where BOC Gases are now and piped to the building. The Tangye would have been driving all the machines in the building associated with Dalgety’s seed business before it became their office building.



Sir Richard Trevithick Tangye

Richard Tangye was born at Illogan, near Redruth, Cornwall, the son of a farmer. As a young boy he worked in the fields, but when he was eight years old he was incapacitated from further manual labour by a fracture of the right arm. His father, then determined to give him the best education he could afford, sent young Tangye to the Quaker Sidcot School in the Mendip Hills near the village of Winscombe, Somerset. After his education Tangye applied for a position, through an advertisement, as a clerk in a small engineering firm in Birmingham, where two of his brothers, both skilled mechanics, subsequently joined him. Here Richard Tangye remained for four years, obtaining a complete mastery of the details of an engineering business, and introducing the system of a Saturday half-holiday which he had supported on its introduction by John Frearson, the radical Birmingham Engineer. It was subsequently adopted in many English industrial works.

In 1856, Tangye started business in a small way in Birmingham. His first customers were the Cornish mine-owners in the Redruth district. In March 1857, Richard Tangye, with brothers James and Joseph, started a manufacturing business in Mount Street under the title of *James Tangye and Bros.* Principally manufacturing hydraulic appliances and particularly lifting jacks, on 31 January 1858, their jacks were successfully employed in the launching of Brunel's steamship *SS Great Eastern*. Tangye said of the project "*We launched the Great Eastern and she launched us*".

In 1859, brothers Edward and George joined, together with George Price. The company acquired the patent of the differential pulley-block in 1861, and in 1862 James Tangye invented the Tangye Patent Hydraulic Jack. This resulted in the 1862 purchase and demolition of Soho-located Smethwick Hall, on the site of which was built the *Cornwall Works*. In 1867 the patent for a new type of Direct-acting Steam Pump was acquired, and in 1870 the company commenced the manufacture of steam engines.

The company was commissioned to design the hydraulic systems for the UK's first funicular cliff railway in Scarborough, North Yorkshire, in 1869. After completing another in Scarborough, they employed George Croydon Marks as head of lifts, in which capacity he designed the 1883 Saltburn_Cliff Lift, which today is the oldest water-powered cliff railway in the United Kingdom.

In 1872, the two youngest brothers, Richard and George, became sole proprietors. They developed the company internationally, opening offices in Johannesburg and Sydney. The first gas engine, a 1 nominal horsepower two-cycle type, was sold in 1881, and in 1890 the firm commenced manufacture of the four-cycle gas engine. Incorporated as a limited company from 1881, in 1894 they produced their first hot bulb engine. Richard Tangye was knighted in 1894.

Charles W. Pinkney started work with Tangye in 1876 and worked closely with Robson, (whose engines were being made by Tangye) on his gas engine, Pinkney's inventiveness and experience made him extremely valuable to Tangye's in these years. He was soon given charge of the gas engine 'sheds' and his opinion was relied upon for the assessment of new gas-engine inventions submitted to the firm.

By 1889 Pinkney had developed his own gas engine but the 'Otto patent was rapidly running out and it was eventually decided in the Spring of 1891 to start manufacturing a four-cycle engine on the "Otto" principle rather than to proceed with the unknown Pinkney model.

The "Otto" Principle of Pinkney Patent Gas Engine designs brought a large increase in trade, these engines featured the following features -:

- * Bolt on cylinder head
- * Mild steel forged crankshaft.
- * Supplied with two cooling tanks, exhaust silencer, cast iron gas bag.
- * Electric Lighting engines were fitted with two flywheels.



All the parts of the engine are now under cover at MVFM including the remains of these two cats.

John Burnett

Springlands School Visit

A group of children from Springlands School spent some time around Brayshaw Park earlier in the year. They had a brief time around our section of the Park and were particularly impressed with all the tractors. They were happy to have their photo taken.



Jim Hammond and the Workshop Clean Up

Members have been busy cleaning up the workshop. As you can see this has made a big difference to this area and I'm sure members found things they didn't know they had.! Great work guys.

Jim has completed work on the Farmall Cub and has now started on the Farmall FC. He will attempt to make one out of the two tractors. Thanks Jim for your tireless work, it does not go unnoticed.

The Cat 15 is nearly ready for painting and preliminary assembly.





Ted, Bruce and Alan have again demonstrated their skills in restoring old implements, this time with this Martin Cultivator. Ted said this is the only Martin implement he has ever seen while Alan also acknowledged it was the only cultivator he had seen but had seen other Martin implements. I looked on the internet but didn't find much information about William Martin. He was the founder and managing director of Martin's Cultivator Company, agricultural and general engineers of Stamford and the inventor of a great many improvements in agricultural machinery. He was closely associated with the public life of Stamford and was Mayor of the town from 1913 to 1919. Ted mentioned there was a cast plate as shown above for sale at the moment for \$200.00 on the internet.

Next into the workshop will be a windmill for the cottage which will no doubt be completed with the same degree of skill.



John Burnett

Eddie and Justin

As you can see by the photos below, Eddie has been busy tidying the gardens around the Denton building. With new plants and a layer of bark, the area is looking very smart and provides a great setting to welcome the people to our Club. Some of the local garden centres have been very generous with discounted plants and apparently others have not. Eddie now knows who he will support in the future!!!!

As well as the gardening, Justin has also been lending a hand with the lawn mowing. He was busy one weekend when John and I visited. He seems to be enjoying himself, a big Thank You also.

Eddie has also added some outdoor seating. These will be a great asset in the coming months as the weather improves and will be used a lot by members and the public alike. A good place for morning tea over the summer months.

Thanks again, Eddie.



Photos from Dale Donald

Dale has forwarded these photos to us for inclusion in this edition.

Below is a copy of a photo which Dale found of the wool clip leaving his farm. The Marlborough Transport Comer truck is driven by Ash Murdoch. It is well loaded and in fact was stopped and the driver received a ticket for his troubles. Apparently another truck leaving the farm at the same time was not loaded to capacity. We can only guess that the driver was trying to see just how much he could load onto the truck.!!



The photos below were found at the Brayshaw Park museum. Dale had seen these on his travels and decided he needed a copy as he could see they were of his fathers thrashing mill.

The photo shows clover shelling on Mr Neal's farm at Carluke in 1928. The mill was driven by a Peterbro tractor (James Donald's first tractor- this is now at Brayshaw Park among the Clubs collection).

The clover seed was stacked and harvested in March / April and milled afterwards.

This Nicholl & Shepherd thrashing mill was the first in Marlborough and was purchased from Gorton Cuddon of Marlborough Engineering (later to be W G G Cuddon Ltd). Gorton was a friend of the Donald family with James and Gorton enjoying many hours on their motor bikes.



Cottage

The Cottage has had an extra room added out back. Earlier this year Graham and Brian were busy with the installation of the long drop toilet at the back of the cottage between the dairy and the washroom.

The photos show the final finish to this area, complete with a vey nice toilet seat made at the Woodworkers Guild. Thanks again to these very talented people at the Guild.

Well done again to the small team who continue to do a splendid job in and around the cottage. They keep this area looking very smart by keeping the lawns mowed and the gardens tidy. A big Thank You to Ben and Ross Cooke and Eddie and Jason. It is always a popular area for visitors to our Park.

Jean Drake has been busy making lemon honey, the proceeds going to the cottage fund. I have no trouble selling this and in fact Mum could make a batch each week and there still won't be enough to satisfy the demand!!

Another addition to the cottage collection is a harmonium (a small, pedal- operated reed organ) from Ted Maher of Kaituna. This has been greatly accepted.





Funnies & words of wisdom from Doris

Politicians and nappies should be changed regularly for the same reason.

If you don't say anything, you don't stand for anything.

It's easier to get older than wiser.

One must feel gratitude for what has been- rather than distress for what is lost.

Rules are the train lines of life.

Motivation is like a wheelbarrow, it will only work when its pushed.

If God wanted me to touch my toes, he would have put fingers on my toes.

Two men went for a job in the mines in Australia.

The first man was interviewed and asked how far down he'd been working (neither of them had worked in mines before). He said 1000 feet. "Oh that's no good to me" said the forearm, it must be at least 5000 feet. So the first man went out and said to his mate, "If he asks you, say no less than 5000 feet that you have worked underground, or he won't employ you". So the second one goes in and is asked the same question, 6000 feet was the answer. "Very good" said the forearm and tell me," what was the lighting system like down that far. The man said, "I don't know boss, I was on day shift!!"

John Simmons

John was born and raised in Blenheim and like many of his generation, he left school just before his 15th birthday. His first job was working for the Post Office as a telegraph boy. He delivered telegrams for 6 months starting at 8am and finishing at 5pm. On his new bicycle he delivered telegrams between Grovetown and the hospital. His bike had only one gear but he wanted to take it to the bike shop and have three gears fitted to it. His father wasn't keen on that idea. As some members will remember, the Post Office was situated where the forum is today. John mentioned to us that the telegrams first arrived as series of holes in a piece of paper before they were typed up by the telegraph girls and glued onto another piece of paper ready for John to deliver. He often wondered how the ladies interpreted the holes for words.

John then moved onto a job at the butter factory in Riverlands. There he learnt to make butter and he soon gained his ticket as a cream grader. With a 4am start and a 2pm finish, his first break was at 7.30, so he would head off along Alabama Rd on his bike to his parents' house where his mother would have a hot meal ready for him. His first job in the morning was to fill the first churn with cream and after setting the second churn going and before filling the third one, he would relight the boiler to get more steam up. By this time the first churn would be ready. Each churn would hold enough cream to produce 30 boxes of butter, each box weighing 56 lbs. When the cream had reached the right consistency, the butter was washed and a salt brine was added. It was checked for moisture, 16% being the desired level. John said you soon worked out when the moisture level was about right, usually about 14%, which he could determine by the consistency of the butter. By the time it was washed, and the brine added, it brought the level up to but did not exceed 16%. This moisture level was monitored closely in the factory and it might also be checked while it was sitting on the shelf in a shop. Any infringement would incur a monetary penalty. The liquid that was washed from the butter, called butter milk, was collected by Bert Simonsen from Riverlands who owned a piggery. The Rai Valley Dairy Co Op would collect the whey from its cheese making process and send 20 gallon cans of whey into the Butter Factory where it would be made into whey butter. This was exported to specialist markets. While at the butter factory, John acquired his HT license using the companies model OLB 5 ton Bedford. He often talked to the truck drivers from McKenzies Transport who were delivering small quantities of cream from the Awatere Valley. His boss wasn't happy with the amount of time he was spending talking to the truck drivers but John was becoming more interested in what they were doing than his own job.



This slightly damaged photo shows the staff while John was there, however he wasn't in the photo because he started work earlier and had already finished for the day. The photo was taken about 1956-57

Left to right they are –

Trevor Tardieu – first assistant
Dick Cameron – driver
Arthur Orchard – driver
Alec Boyd – worker
Noel Cameron – secretary
Neil Campbell – manager
Peter Holdaway - worker
Michael Thomas – worker

He soon left and in 1958 at 19 years of age he started driving trucks for Joe Robinson. For the first twelve months he drove No.10, an Austin and then a Leyland Comet 90, 4 x 2, for the next 10 years. The Comet was well suited for general cartage with a 5 speed gearbox and a 2 speed diff. It was Joe's pride and joy as well as his own.



The work would vary between carting sheep, cattle, grain and gravel (often shovelled on by hand) and carting 300 tons of carrots to the Molesworth Station to poison the rabbits. Alternate years they would cart 400 tons, all grown and hand loaded, 8 ton/load, around the Rapaura area from farmers like Les Gane, Colin Boyce, Bruce Woolley and Ken Giles to name a few. The carrots had to be grown on stone free ground because before they were loaded into the aeroplanes for aerial spreading they had to be sliced. John remembers carting bulls out of the back country, nine bulls a trip and one trip with 12 bulls. It was low gear up Wards Pass and low gear down which was fairly hard on the brakes. The trucks were also used to cart hay and chaff.

John commented that Joe Robinson was a hard worker and a good boss. He must have liked John as he paid him an extra \$1 per week more than the other workers!! John enjoyed his trips into the Molesworth and working with Bill Chisholm.

Fifteen years later, Joe Robinson was starting to wind down, John went to work for Master Butchers and soon after that Joe sold his business to Marlborough Transport. Driving the stock truck for Master Butchers would have him picking up livestock from all around the district and at times from further afield before delivering them to their abattoir in the Riverlands Industrial Estate. A year later John and his wife Barbara moved onto the farm in Alabama Road where Barbara had grown up. During the day he would drive for Master Butchers and in his spare time with some help from Barbara they ran both sheep and cattle on their 190 acres of land. This would often see John still working out on the farm until late at night especially when he was trying to get crops planted. Barbara would do the rounds during lambing time. John worked for Master Butchers for 15 years before he left to work full time on their farm. Another 17 years would pass before John and Barbara sold their farm.

While John & Barbara had their farm, John's brother Bruce, who is an engineer, was working out of one of John's sheds. He was overhauling an Allis Chalmers HD 20 bulldozer for Phillip Woolley. Years before this John was on holiday with his family way down south when he saw an HD 20 on the side of the road. He lifted his young son Kenny over the fence to get a photo of the two.



And years later he got this photo with his grandson in front of the HD 20 on his farm.



Ken Drake carried out the mechanical repairs which included a complete rebuild of the GM 6-110 engine. Bruce converted the blade from cable control (like the photo above left) to hydraulic control. Here Ken & Jack McKenzie put it through its paces.



No.6 carting hay on the Delta Farm.



Carting hay seed



Carrying aviation kerosene to Woodbourne.
The three tanks weigh 9 ton and they were
never tied on!!



30' X 9' diesel fuel tank being delivered to the
Lucerne Meal Factory from the rail head.



Delivering empty 44 gallon drums to the
Molesworth Station to be used for dog kennels.



Negotiating the Lime Stone bridge Awatere
Valley.

Carting wheat straw on the International that was purchased new in 1972 with a Perkins diesel and with the added luxury of power steering.



200 bags of chaff on its way to the railway station from Ian Jordans property "Willow Haugh" on Jacksons Rd.



Here's John loading old No.6 at Bernie Mason's place on its way to MVFM. After Joe Robinson finished with it he gave it to Bill Chisholm at the Molesworth to use & then it went to Pigeon Valley. After some phone calls John picked it up from there & stored it at Bernie's place until room was available at MVFM for it.

We are very fortunate to have John as a club member, he brings a lot of knowledge and experience along with a cheerful personality to the club. Thanks John for all the effort you put into our club and giving us the opportunity to share some of your experiences during your working life.

Riverlands Butter Factory

While we were researching John's article, Megan Ross from the Marlborough Museum supplied us with these very interesting photos of the old Butter Factory.



BLENHEIM DAIRY FACTORY.

017513
REF.

Copied 1965, From Mr Fraser, Maxwell, Road, Blenheim.

The Blenheim Coop Dairy Factory, St. Andrews, Blenheim on it's present site before the road was set back and the road altered in 1939. Photo possibly taken about 1927.



RIVERLANDS

REF. 2776

Copied 1960, from Mr I.R.Simonsen, Sec/Manager to Factory.

The Blenheim Dairy Co at Riverlands.



RIVERLANDS

REF. 2474

Copied 1960, from Miss Rose Moore, Havelock Subn.

The first motor van of the Blenheim Coop Dairy Co. Ltd. The woman is Miss Neville. Photo taken outside the factory at Riverlands.



The Butter Factory is in the centre of this photo but just around the corner to the left is Fawcett's Timber & Joinery Factory. Prior to this it was the Old Boga Factory. We are interested to learn more about this factory and if anyone knows the names of any of these people in the photos we would be interested to hear from them. This photo was taken by Norm Brayshaw in December 1961.

Tidying Up The Scrap Heap.

What a change !!!! The scrap heap has gone, thanks to the tireless work of a few Club members. The small pieces of scrap were picked up by hand. As the photos below show, not only is there a cleared area up the back but the tyres have gone and now form a retaining wall behind the sheds on the eastern boundary. While the job is not yet complete, over 200 tyres have been moved. The macrocarpara tree was removed to make way for the tyres. The slash has been burnt and the wood is now cut up and ready to sell. Truck loads of river run have been carted in to back fill the area.

The incinerator was also repaired before burning the slash.

The diesel tank has also been put on a concrete foundation with a new stand, complete with a old set of stairs which was laying at the back of the Park.

A huge Thank You to Ken Barr, Graham Shefford and Brian Pinnell.



A great job by Ken, Graeme and Brian



Graeme and Brian carrying out some repairs on the Massey Ferguson steering. Some new bushes are being fitted to the steering shaft.



The diesel fuel tank outside the engine shed with the new concrete footing, steel support frame and the set of stairs to allow easy access to the fuel tank.

The Early Development of Fencing.

When the first settlers arrived in NZ they had a problem containing stock. In England there had been stone walls and hedges that had taken hundreds of years to establish. In many parts of NZ there was an absence of timber to make posts and build rail fences and these were only suitable for enclosing small paddocks.

The first sheep runs were up between rivers and mountain ranges as they formed natural boundaries. All the early Marlborough runs had river or stream boundaries. In the beginning the owners used Scottish shepherds to look after the flocks, often bringing them into small paddocks at night. They also acted as boundary keepers stopping the sheep crossing the streams especially in summer when the rivers were low or dry. As the flocks grew into the thousands [in 1851 Bankhouse carried 5000 sheep and this was expected to increase to 14000] they had to let them wander wherever they wanted. When the gold rushes started many shepherds left their posts to try their luck in the gold fields. The large run holders were at their wits end as to how to contain their flocks. I have a letter written in the 1850s between two run holders agreeing not to graze sheep near the boundary and if they did to share the costs of separating them at shearing time. Boundary keepers costs were also shared between owners.

Meanwhile in mother England in the 1840s, with the industrial revolution in full swing, they had developed the technique of drawing wire from molten iron, wrought iron in fact. Steel as we know it hadn't yet been developed. Then they invented the concept of the wire fence. In the late 1850s many large factories patented different styles of wire fences with their own type of iron straining post, as hand wire strainers weren't yet invented. These were a god send for New Zealand, Australian and South African farmers and fortunes were to be made exporting them to the colonies, often as ballast on immigrant ships in the early 1860s. It is thought the first wire fence put up in Marlborough is Richmond Brook's boundary fence which is still in use.

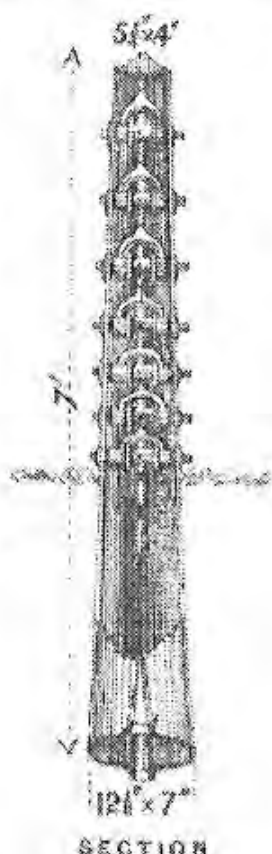
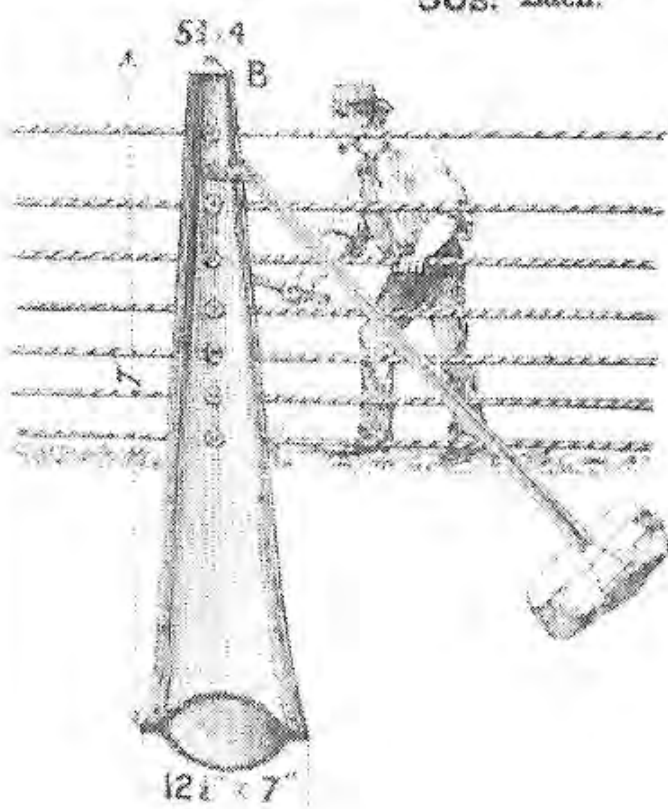
Wrought iron has a low tensile strength and although they could make thin wire it broke when strained so they either twisted several thin wires into a cable or they made the wire thick. Number 8 wire is 1/8th of an inch, Number 6 is 1/6th and so on. The most common sizes in the 1860s were No 6 and No 4 gauge as it could be strained without breaking. Care had to be taken tying knots as it was also brittle and was often heated to make tight joining knots. Men were sent out to NZ to show how to erect the fences and until the wool prices collapsed in the mid 1860s many miles of boundary fences were put up in Marlborough, Canterbury and Otago.

I have visited many early sheep stations in the South Island collecting this material and there is about a dozen different patented iron straining posts that were imported into NZ. These posts weren't made after about 1870 by which time lighter stronger material had been developed. Brayshaw Park has a very unique collection of this early material and it is one of the few things from the 1860s you can still find in use after 175 years. It is this material I wish to display in a replica fence at the park.

B Mason .

FRANCIS MORTON & CO'S
PATENT
"HAMMERED IRON WINDING STRAINING
PILLAR," GALVANIZED.

PRICE, when supplied to reinstate Fencing, already down,
or as "extra pillars" required by frequent openings in the line of fence,
38s. Each.



*Weight of Galvanized Wrought
Iron Pillar not prepared
for carrying Gates about
1 Cwt*

FRANCIS MORTON & CO., LIVERPOOL.

Fence A 12

FRANCIS MORTON & CO'S LIGHT REMOVEABLE SHEEP FENCE FOR EXPORT, &c.
PREPARED FOR SHEEP ONLY.

SPECIALLY DESIGNED FOR THE SAFE NEW ZEALAND AND OTHER SHEEP COUNTRIES FOR INCLUDING LARGE TRACTS OF SHEEP LAND FOR THE SEASON AND FOR BEING AFTERWARDS TAKEN DOWN AND REMOVED.

NOTE: THE WIRE CABLE SYNTHODS CAN BE RECOILED AND USED AGAIN, AS FREQUENTLY AS REQUIRED, WITHOUT ANY INJURY AND ARE MORE EFFICIENT FOR LIFTING IN SINGLE LENGTHS OF 500 YD. (500 YARDS) IN ONE COIL.

THESE PEACHING STRANDS MEET ONLY BRIEFLY THAT HAVE STOOD FOR TEN OR 16 YEARS NOW



REPRODUCED FROM THE ORIGINAL. FOR THE PUBLIC RECORDS OF THE GOVERNMENT.

PRICE: including tax and delivery
 money for shipping, handling & tax
 cost (not shown on price)

COMPTON 40705	2004-05	2005-06	2006-07	2007-08	2008-09
01	02	03	04	05	06

PRICE INCLUDES DELIVERY, INSTALLATION AND ACHIEVE ACHIEVING (5 m)

COMMITTEE ON ASSASSINATIONS OF SENATE OF MASSACHUSETTS

© 2004 Blackwell Publishing Ltd *Journal of Internal Medicine* 255: 103–110

OUR ONLY CORRECT ADDRESS IS 21 JAMES STREET, LIVERPOOL

CHURCH STREET IN WILLIAMSTOWN STREET, WILLIAMSTOWN

Fence A 14

FRANCIS MORTON AND CO.'S CHEAP STRAINED FENCE WITH SOLID WIRE,
ADAPTED FOR SITUATIONS WHERE THE FENCE WILL NOT BE EXPOSED TO SEVERE USAGE.



PRICES, including Our Patent Windley Stretching Pillar to every 200 Yards.	Complete as per Drawing In. In.
---	------------------------------------

	1a	1d	Yard
with 5 lines, of Plain Wire, . . .	1a	-	do.

Extras - Wrought Iron Tie or Terminal Bolt to extrem end of beam, with key complete, 2 lbs. 14. each.

SIDE-STAYS FOR CUMMER OR BENCH IN THE TENDR, WHERE REQUIRED, 2 1/2" 70% EACH

Our Charge for Fixing:—3d. and 4d. & 1/2d. each, according to quantity. Provisions: Binding up in two annual volumes

Our only Correct Address is—27, JAMES STREET, LIVERPOOL.

[illegible]

NEW SERIES, 1862.

MANUFACTORY, LIVERPOOL.

MANUFACTORY, LIVERPOOL.

FRANCIS MORTON'S PATENT

WINDING STRAINING PILLAR.

THESE STRONG
CAST IRON PATENT
PILLARS

AND
SELF-ACTING,

Especially adapted for Straining

PREPARED
HOOP IRON,

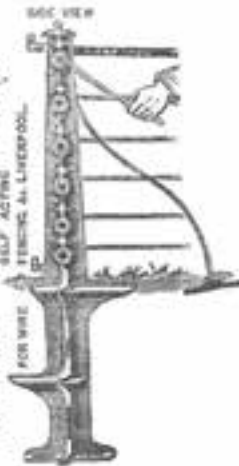
Fencing Wire

OF EVERY DESCRIPTION,

AND THE

HANGING
FIELD GATES.

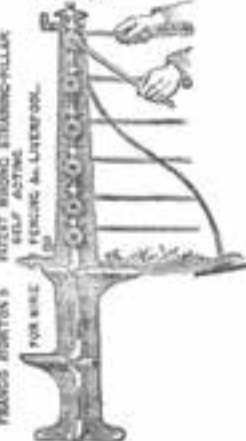
SIDE VIEW
PATENT WINDING STRAINING PILLAR
SELF-ACTING
FOR WIRE
FENCING & LIVERPOOL.
FRANCIS MORTON'S



FRONT VIEW



SIDE VIEW
PATENT WINDING STRAINING PILLAR
SELF-ACTING
FOR WIRE
FENCING & LIVERPOOL.
FRANCIS MORTON'S



THESE STRONG
CAST IRON PATENT
PILLARS

AND
SELF-ACTING,

Especially adapted for Straining

PREPARED
HOOP IRON,

Fencing Wire

OF EVERY DESCRIPTION,

AND THE

HANGING
FIELD GATES.

FRANCIS MORTON & CO.,

PATENTERS AND SOLE MANUFACTURERS—THE PATENT FENCING, CORRUGATED, AND GALVANIZING IRON WORKS,

(Sole Agents)
15, Parliament Street, Westminster.

LIVERPOOL.

(Sole Agents)
27, James Street, LIVERPOOL.

The Silver Medals and the Highest Commendation of all the Principal Agricultural Societies have been awarded to FRANCIS MORTON & CO., of LIVERPOOL, for their Patented Improvements in STRAINED WIRE FENCING, &c.

Guide to Fuse Replacement

100 amp

250 amp

350 amp
(Audiovisual
Auto-Alert)

600 amp

1500 amp
(Slow-Blow)

2000 amp
(Slow-Blow)



16 amp



130 amp

SHOCKING ACCIDENT. MISFORTUNE AT A. AND P. SHOW

TWO MEN SEVERELY INJURED

(MARLBOROUGH EXPRESS, VOLUME XLV, ISSUE 267, 16 NOVEMBER 1911)

While the sheep-shearing competitions were in progress at the A. and P. Show yesterday afternoon, a distressing accident occurred, which visibly shocked the large crowd of people on the ground and much affected the spirit of the gathering.

The victims were two young men, Mr Herbert Home and Mr Leonard Home, brothers. The former was in charge of the powerful Tangye petrol engine, which was driving the shearing machinery provided by Messrs Dalgety and Co. The engine, which was a nine horse-power, was running beautifully and the two brothers had taken a stroll round the ground, returning to the shearing stand together.

At about four o'clock, while the machinery was running at full speed, and a large crowd was watching the sheep being clipped, Mr Bert Home leaned over the engine to examine the oil lubricator and a long dust coat that he was wearing was blown inwards by a gust of wind. The end of the coat happened to be snipped up by the little tongue that tips the cam, and like a flash of lightning the unfortunate man was dragged into the engine, his clothing being wound round and round the cam-shaft and he was terribly battered about by the quick powerful strokes of the engine. Mr Len Home, horrified by the sudden plight of his brother, jumped to the rescue, but on catching hold of him round the body he was also drawn in between the shafting and the body of the engine, the left arms of both men being interlocked in, the merciless iron grasp.

Mr George Wills, one of Dalgety and Co's storemen, who was standing a yard or two away, quickly jumped over the enclosure and turned off the petrol and the engine, which had been slackened somewhat by the coil of torn clothing and the two arms impeding the shaft, stopped immediately.

All happened within a few seconds. It took a few minutes to release the injured men, Mr Bert Home's clothing having to be cut away and when they were laid on the ground it was found that they had suffered terribly. Mr Bert Home's left arm being mutilated along almost its full length. He was, too, completely divested of his clothing, everything having been ripped off him except his boots and socks.

Dr Bennett was quickly in attendance, and dispatched a number of the nurses who were on the ground to the Hospital for splints and bandages. The ambulance was also summoned from town, and after first aid had been rendered by the doctor and nurses the sufferers were conveyed to the Hospital.

Dr Bennett informed the press today that the injuries were as follows, Mr Bert Home's case being the worst one:— Mr Bert Home suffers from a compound comminuted fracture of the left arm, with a severe lacerated and extensive wound in the armpit; rupture of some of the muscles, and general abrasions of several parts; with strain and abrasion of other parts of the body. A comminuted fracture means one in which the bone has been smashed into pieces. Mr Bert Home has also a slight burn on the back, caused by contact with the exhaust piping against which he was thrown.

Mr Len Home suffers from a comminuted fracture of both bones of the left forearm about the middle, and a simple fracture of the small bones connected with the little finger; there are abrasions, and he suffers from shock. Fatal results are not feared. The injured men passed a fair night at the Hospital.

The grit and pluck which the brothers, who were conscious throughout, displayed much admiration.. They bore their sufferings with much bravery, and their first words were expressive of solicitation for their wives. Mrs Bert Home and her children are in Blenheim; Mrs Leonard Home was in Wellington yesterday. It should be stated that the engine in which the men were caught was securely fenced in to prevent danger of people in the vicinity coming into contact with it. The victims of the accident were not touched by the fly-wheel. The cam-shaft is exposed, but it so constructed that it has generally been regarded as not presenting any element of danger.

The dust-coat and the wind were the immediate agents of the accident. Mr Bert Home has a thoroughly expert knowledge of the engine, and is a most careful man. Even if one wished to have something caught up by the little tongue in the cam bearing he might try for a long time and yet fail. The whole affair was a matter of the purest misadventure.

This article was found in "Papers Past" by Bernie Mason and we thought it would be interesting to put it in the news letter to show that Health & Safety issues have been around for a long time. The two affected men took Dalgety & Co. to court for damages but the Judge found Dalgety's had fenced off the engine as required and did not breach any other laws. Loose clothing can be very dangerous around moving machinery.



Someone has finally managed to photograph the pot at the end of the rainbow

**When you take
the AB out of
Wallabies
all you have left is
Wallies**



John and I would like to thank everyone for their input into this edition of Ancient Iron. We have thoroughly enjoyed our evenings putting this together and in particular, talking with members about days gone by. Each conversation opens up another area of interest and so we go down another line to investigate further. We look forward to the next edition which will be out before Christmas.

There is a lot of good work being done around the Park and those involved should be very proud of their efforts. From the tidy gardens and workshop to the new lights in the workshop and the installation of the internet to our Club.

Ken is looking for help for the Open Day and the A & P Show. Many hands make light work. Lets get as many implements as we can out and running for the Open Day at the end of October.

Jocelyn Burnett