



Dumfries & Galloway

**VINTAGE MACHINERY
CLUB**

Newsletter

No: 55

WINTER 2002

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W Brown

W Cruickshanks

B Paterson

EDITORS NOTES

I hope you all had a good rally/events year and saw some dry and sunny weather. Well if you did, you were luckier than myself. Every event I attended north of the border was wet, except the Friends of Ferguson working day at Willy Cruickshanks in September, perhaps the sunniest month of the year.

Cumbria Club rally at Warwick Bridge – lovely warm and sunny – the best day of the year nearly!

Avon rally at Kittockside – Museum of Country Life – showery and cool – a very interesting museum and well worth a visit.

Our rally at Park Farm a first for Billy Gordon, well done Billy, the best display of tractors this year – shame about being washed out in the afternoon and having to be towed out.

Moffat car rally – growing larger each year what a washout this year – a super gathering though.

Cumbria gathering at Flookburgh – a great rally – is it a different country down there? It was hot and sunny and both Robert and Willie Brown were inconspicuous in shorts!

Friends of Ferguson rally at Peepy Farm, Hexham was dry but cloudy – the museum is well worth a visit, even if you are not Fergy fans.

Friends of Ferguson working day at West Mains, Collin courtesy of Willy Cruickshanks – what a nice day and venue – no other entrant need turn up – Willy had brought all his machines out and there wasn't much room for anyone else!

Scottish Vintage Tractor And Engine Club's rally at Scone Palace was again a washout on Sunday but a good display, ring display and working exhibits – very good.

I know I've missed some rallies and apologies to them but I gave up after getting so wet! It was also a shame that sleet marred the Ringford Tractor Road Run which was very well attended and organised and even free food was on hand half way courtesy of sponsors Fred Ballards the butchers in nearby Castle Douglas.

On a sad note it is devastating to have to report the death of one of our too few younger members Matthew Hutton who tragically was killed in his car in August. Heartfelt sympathies go out to his father Graham and mother Christine, and all his family.

P TAVERNOR OCT' 2002

ODDS & SODS

WANTED - Grey Fergie Diesel - R Copland 07889 216913

Probably REMOVED from the sale at Willie Cruiksahnks Ferguson Working Day in August - 1. Fergy RIDGER & 2. Tail pieces from David Brown PLOUGH - contact Robert Copland 07889 216913

DUMFRIES AND LOCKERBIE AGRICULTURAL SOCIETY ANNUAL SHOW

The show was held at Park Farm, Dumfries, on Saturday 3rd August.

The show Directors asked Dumfries and Galloway Vintage Machinery Club to put on a display. It was suggested that we, with the Post Horn from Castle Douglas, featured as many of the Border Fine Arts Tractor figurines as possible, together with the 'original' tractors and machines on which they were modelled.. Most of these are owned by members of the Vintage Club.

Between us we were able to display the 12, listed below:-

"Threshing Mill" – WILLIE CRUIKSHANK'S Marshall Thresher and Ransomes Baler with JOHN KERR's Marshall

"Turning with Care" - DAVIE KIRKPATRICK's Nuffield Universal 3 and Cambridge Roller.

"Hay Cutting" – BOB PARKER'S David Brown Cropmaster and DAVIE'S Massey Harris trailer mower

"Lifting the Pinks" – ANGUS & RODNEY WALKER'S IH250, & BRIAN ROBERTSON'S Tattie Digger

"Hauling Out" – JOHN KERR's Field Marshall Series II

"Hay Baling" - ALLEN JOHNSTONE'S Ford 2000 & Johnstone Raes International pick up baler

"Fergie Ploughing" – WILLIE DUNKELD's T20 and Fergy plough.

"Rowing Up" – KENNETH IRVING'S MF35 & ROBERT COPLAND'S Bamford Wuffler

"Won't Start" –ROBERT COPLAND's Ferguson N

"Filling Up" – ROBERT COPLAND's Ferguson T20

BRIAN ROBERTSON'S Fordson Dexta and drill plough.

"David Brown Kick Start" – BOB PARKER

This was a very fine display enjoyed by all.

ROBERT COPLAND

FERGUSON – T20 HYDRAULICS

Having just attempted to build up the hydraulic lift system on a new tractor project, a few words of warning are offered. Experience of such a venture is worth a lot I feel. Yes, I know, all the grey Fergies look the same at the rear. They are not! Many parts are just not interchangeable.

Take the rear axle/diff unit – later ones were strengthened. A noticeable difference is the lower link shaft, or pin, which goes into the axle housing. Early ones were mounted in a horizontal plate, which itself bolts to the axle housing. Later ones had a pin which bolts through the axle housing (some pins have a tapered shaft, others parallel!) The nut on the inside is the usual 1 and 1/16th AF. You need to replace the pin – they are all very worn in my experience, and it isn't surprising after over 45 years! To do so you need to remove brake drum, shoes and half shafts; then the nuts round the axle housing – there are 15 on later tractors, 13 on early ones – and take off the axle housing. While it is off, it is well worth replacing the oil seal in the axle housing (on later tractors), and putting one in on early ones – the Old 20 Parts Co. have a kit for the early ones. Also, you may wish to replace the axle shaft bush which is in the housing. It needs to be drifted in, and a new welch plug afterwards, to seal the exterior from internal gear oil – all very obvious when the axle housing is off.

Diffs and half shafts, and of course axle shaft housings and centre housings, are strengthened and therefore all different on later tractors (after 325,000) and are not interchangeable later to early or vice versa. However, you can (and do, sometimes) find early tractors with complete later rear axles and vice versa: the gearbox to rear axle couplings are matching.

Back to the hydraulics – the pump and the hydraulic lift cover (including lift cylinder) – they may all look the same but they aren't, and are not really interchangeable. This is because the safety valve is in the pump itself on earlier tractors, and in the lift cover assembly on later ones. Although the workshop manual doesn't say so, I do not think the pumps and lift covers are interchangeable, because you could end up with a combination of

having no safety valve.

Having recently examined five different hydraulic pumps, and three different types of lift covers, to me, it seems if you have to change to a different pump you should use the lift cover that came off that tractor (assuming of course it hadn't been changed before!)

Very early tractors, to serial no. 200,000, had lift covers with no plugs in the top covers (and some, only one outlet plug in the side of the base of the pump housing). That serial no., of course, coincides with the introduction of 12 volt electrics – mid 1951.

N.B. During 1951, an oscillating control valve was added. This involves a square shanked shaft and long rod being added to the control valve and "T" piece.

Tractors, serial nos. 200,001 to 330,044, (mid 1953), had lift covers with 2 additional oil pressure take-off points – sealed with 3/8" allen type screws at the front end. The Ram Cylinder was strengthened during this period (after serial no.268 153).

After serial no. 286 543, the hydraulic pump casting was strengthened and the internal gaskets replaced by "O" ring seals. To accommodate this, did you know that the support was modified (the casting's horizontal width reduced by approximately 1/20th) –at tractor serial no.285933? I know this from problems experienced in the past!

After mid 1953, serial no. 330,044, the improvements continued with a stronger lift cover, incorporating the safety valve, retained at the front left-hand side, by a large four-sided 1/2" bolt, and there is a similar plug at the other side. The hydraulic pump was modified to suit, deleting the safety valve, and the check valve retained by an 11/16th plug. The lift cover improvements meant longer bolts for the lift cylinder, which in turn had an "Oz" ring sealing to the cover in lieu of gaskets.

Later in 1954, serial no. 407,102, the oscillating control valve mechanism was changed; the long rod was replaced by a metal strip, engaging in a horizontal slot in the bush.

All in all, quite a few significant changes.

P.Taverner, October 2002

A DITTY ON THE COMMITTEE

Russell is our chairman
He ploughs with an old crawler,
He's getting on no so bad,
With a 3rd so far,
Then there's John our vice,
He's the Marshall man;
Ploughing he still learning
But work a winch he can,
Billy our Rally Secreatry
And our money man
Does some classic ploughing
He thinks he's a dab hand!!
Robert's ploeed for years and years
Still learning so they say
Except the day he beat them all,
At our working day
Leon our secretary are,
He writes everything doon
Even tae the last inch
Until he makes his croon
Peter he's our editor,
And has been for years,
But struggles for things to write
To put it down on paper and he hae no
fears
Jimmy fae Lochmaben,
An engine man through and through,
Has a fine display of floors,
Hanging fae his wall.
Ronnie's speciality,
Is Wallace milking machines,
Davie wi his old engine,
Fae all the world to see,
Kenny-well there's a star,
College education for by other things,
Qualified for the National,

So we all hope he wins.
Sandy, a quiet and gentle man,
Into auld time dancing
But can he, can-can!
Brian, our past Chairman,
A Geordie if ye please,
Ye'll aye see him a
His Dexta and winsum
There's Robert fae Dumscore,
Not much is known of him,
He comes out with his P3,
And really loves to win,
Iain has a grey fergie,
He's now our raffleman,
In between the milkings
He helps us when he can.
Pipe smoking Sandy,
He's a Twynholm man,
He organised the road run,
And my wus it no gran!
Joe frae Dalry
Retired now, such a young man,
Best he wants tae be
By God it's gran,
Gary, just bought a caravan,
And tried it oot in May,
His wife is no say keen,
But Gary says it's great.
Then there's Rodney,
I've left him tae the last;
Driving in the Post
That'll make this club the best,
Oh, what a wonderful Vintage Club,
Dumfries and Galloways best!

R.C (Potential Poet)

TAE DORSET WE WUD GAN

We decided that this year we wud gie the World Ploughing in Switzerland a miss an gan tae the Dorset Steam Fair. Going on this trip were Brian, Davie, John, Duncan and ma'sell. We set off on the Tuesday dinner time. That wuy Davie and I, with Davie's Mitsubishi Pajero, in our own new caravan, which is 18ft lang and 7ft wide, weighs (Davie says "about 5 effin tun!") However, we got there after about 8 hours' driving wi gist went about 50 mph.

When we got tae the Rally field we got our pitch and set up camp with roon about 15,000 pre-booked campers, not counting the others that came in unbooked!

The Rally itsell – well we hae never seen oot like it. There was about 200 steamers, working all day and well into the night. What a spectacle! The rest of the event was just unbelievable – tractors working all day. The main theme this year was Pre 1920 Tractors. Well it just hae to be seen.

It's nae easy to describe this whole event other than fantastic. There is everything – even a Steam Driven bike! Yes – a bike.

Our own accommodation wuy like the Ritz:- plenty room, guid food and always medication before retiring for the night. The shows in the Marquee were 1st Class, but the BEER wuy BADGERS, we weren't quite sure if it was from the locally renowned 4-legger type (it wuy hellish.)

All in all, we had a very guid 4 days in guid company – and that's more important than oot else!

ROBERT COPLAND

JIM ELLIS – OBITUARY

The passing of Jim Ellis was a great personal loss to me. I had known Jim and his family for around 30 years, having met through the vintage movement. Jim was only 58 years old when he died in May. Being a vintage ploughman, our interests were very much the same: ploughing and tractors and restoring. Jim was a very hard-working man, he was an integral part of the Cumbria Steam society, being Field Manager up until his death. He also ran the Cumbria Society Working Day.

In Jim's Vintage Ploughing, his dream was to plough at the British National Championship. This he achieved by qualifying at one of the area finals, and he ploughed at Lincoln, finishing a very creditable 9th, the year before he died.

Jim was a friend to many; always willing to help. His passing is a sad loss to us.

Our deepest sympathy was conveyed to Isabel and the family at the funeral. It was Jim's wish that four of his friends carry his coffin. They were all ploughmen – Ian Thompson, Tommy Duckett, Davy Kirkpatrick and myself, Robert Copland.

God be forever with you Jim.

ROBERT COPLAND

BRASS BAND

Following on from my articles on the Fodens traction engine and lorry story, the following resume may be interesting to music lovers, and especially those who like brass bands as I do. This is a particularly northern trait, as many mills, collieries and other industrial establishments had bands. The Foden Motor Works Band story.

It all started in 1902 after the Sandbach town band got drunk at the Relief of Mafeking celebrations in 1900, and the gentry of Elworth decided they would have their own silver band – instruments were purchased after sufficient funds had been collected locally. After

showing some promise, they got commercial and for the Coronation of King Edward VII celebrations in 1902 demanded money "up front". Edwin Foden and other dignitaries of Sandbach were furious. He decided he would form his own band within his now sizeable company. He asked the existing band to come, and said they could join his new band, but it was going to be the best in the world, and if they didn't like discipline and hard work they need not bother! Edwin purchased a new set of Besson instruments and new smart uniforms, and the Fodens Motor Works Band was formed. It progressed well, and as well as performing in the Sunday afternoons in the park entertainment, popular at the time, began entering contests, many of which took place in Northern England. No prizes were won because there were so many very experienced and long established brass bands, such as Black Dyke Mill, Besses of the Barn and Cresswell Colliery. These bands were much more professional.

William Rimmer, the well-known conductor and composer of brass band music, let it be known to Edwin Foden that he thought the band make up was wrong. Works staff, including his sons (as leading players) E.R. and William, were gently dropped. Clearly, industrial or commercial ability did not always coincide with musical skills. William Rimmer convinced Edwin, and soon agreed to become musical director and bandmaster, and under his direction it was only 3 years before Fodens Motor Works Band won the British Open Championship. In the same year, 1909, they were second in the British National Championships at Crystal Palace, and in 1910 were champions in both.

To celebrate, Edwin was so pleased he made a gift of 5 shillings to every old person in Elworth. Mr Edwin died happy in 1911 – he had brought special pride to the small settlement of Elworth, and to the SE of Cheshire generally, bringing prosperity, comfort, security and entertainment, plus considerable national repute.

Despite being dropped from the band, William and E.R. took over the manager and

secretary's jobs of the band, and even after setting up his own company in 1933, E.R. kept well in touch with the Band.

So popular had the band become that a special bus was commissioned (first used on May 1st 1914). It was an experimental steam vehicle – a 3-ton chassis with a higher-powered (5 ton) boiler and engine aboard. A local firm from Edwin's former village of Smallwood made the streamlined bus body. It was given the name "Puffing Billy" with a curved plate over the smokebox door in typical Foden style of the time. It was used for over 25 years throughout Cheshire and adjacent counties.

Despite extensive hours on war work, the bandsmen still carried on and won the 1915 Open Championship again (the national ones were terminated during the war.)

After the war the band was in a poor state due to loss of manpower (war losses etc), but was "rebuilt" by Thomas Hynes, who on retirement passed the baton on to Fred Mortimer, father of equally famous sons Alex, Rex and Harry, known nationally through broadcasting, etc. Apart from sensitive and interpretive variations on other composers' music, Fred was a very accomplished composer, conductor and player, and could often be seen playing the cornet with his right hand and conducting with the baton in his left.

It was however 1926 before Fodens had any success on the bandstand. They won the Open again in 1927 and 1928, and thereby became the unique winners of the Belle Vue Challenge Trophy – the first time since inception in 1889.

Fred Mortimer took over from E.R.Foden the task of band manager, and Harry Mortimer became bandmaster in 1929.

When the Band won the British National Championship in 1930, E.R. emulated his father's idea of 1910, and gifted ten shillings (or 50p) to the old folk in the town, and promised £1 when they next won it. (Even ten shillings was a sizeable gift in those days, and £1 – well!!)

3 Morris Motors and others such as CWS,GUS and Grimethorpe Colliery. Follow-ups to this were TV and recording appearances, which did much to publicise Brass Bands and also the companies whose names the Bands took.

At the time new bands appeared such as the Leyland Motors in 1955, and Harry Mortimer's Brass Band concerts were regularly on the BBC, featuring the above famous bands. Fodens were again National Champions in 1958 for the 11th time. At this time a new coach was commissioned, based on the Fodens 2-stroke supercharged rear-engined chassis. This has been used continuously since – until recently, that is. The writer knows it was still being used in the later 1980's (and probably early 1990's).

In 1974 Harry Mortimer retired, and in 1975 his brother Rex retired as musical director, thus ending over 50 years collaboration of Fodens and the Mortimers. Although the Band never seemed to be the same after the death of Willy Foden in 1964, they did win the Open in 1964 and came third in 1970.

Perhaps the band declined as had the family business in the 1970's, but the Band was retained, though the full-time professional musicians and fine venues had to go.

The Band did win the BBC Champion Brass competition in 1978, but now the prominence has gone, and so too the name, though it still continues under the sponsorship name of the Britannia Building Society.

The success of the Brass Band was no doubt well worth the expense at the time, in terms of advertising alone. Few companies, I think, can have had such a long history of musical, as well as technical and commercial, success as Fodens.

The names of its musical directors and conductors lived on in street names in and around Sandbach.

Peter Tavernor

Typical Construction of the first Tractors equipped with Internal Combustion Engines circa 1900

referred to at the time as

'Oil Traction Engines'

Chassis

Mild steel sections plated, riveted or welded together to which all other components were attached

Engine

Open crankcase

Horizontal bore

Very large stroke (over 300mm)

Slow running (max speed 300 rpm)

Hit and miss governing – i.e. holding the exhaust valve off its seat when speed rose and re-seating it when speed fell

Inlet valves suction operated

Transmission

Non-enclosed

Cast iron gearing

1 forward and 1 reverse gear

internal expanding clutch in the flywheel

final drive – open gears on differential shafts driving ring gears bolted to wheel spokes, all exposed

Wheels

2 Large diameter driving wheels

2 smaller diameter steering wheels controlled by chain and barrel steering gear

Lubrication

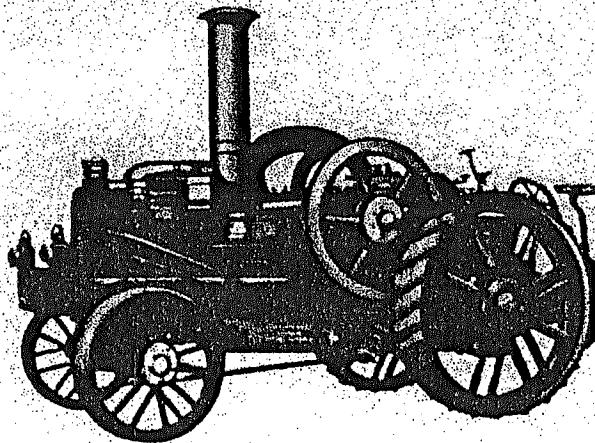
Almost non-existent!

Drip feed for the cylinder and piston, everything else oiled from a can

Cooling

Open topped hoppers around the cylinders

Replaced by tank and screen systems after 1903



1897 Hornsby Akroyd

Telegraphic Address: "WALLETS, CASTLE-DOUGLAS."

Telephone No. 27.

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Wallet's Auction Marts, 15 Feb 1934

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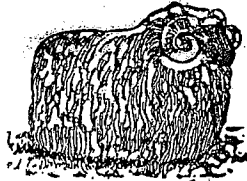
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The Fifty Seven Pubs of Dumfries.

By bus I travelled to Dumfries
Viewed Robbie's grave where he lies in peace.
And as I stood beside the grave,
A solemn promise there I gave.
That I would toast our poet's name
In every pub ere I gade hame.
But on enquiring shock receiving,
For in Dumfries there are fifty seven.
But still a promise I had made,
Beside the grave where Rob was laid.
A gey pair Scotsman I hae been,
To break such a solemn promise given
So I set off wan thought in mind,
The fifty seven pubs I'd find.
The Ship Inn came to view at first,
So naturally, I quenched my thirst,
The Tam O'Shanter a guid idea,
I caad a gless and pint o' beer.
The Hoddan, Stag, the King's Hotel,
Jake's Bar, the Douglas Arms as well.
The Rob Roy, Plesher's Barrel aye,
The Blind Man and White Hart forby,
In every one it was the same,
I drank and whispered Robbie's name.
So cot and in and in and cot,
Some with names and some without.
And when my tally reached a score,
My whispering turned to a roar,
Shouting loud for a' tae ken,
That Robbie was oor king o' men.
So that went on for hours and mair,
A wee half here and half a pint there.
My speech got thick, my een got blurred.
In the Hole in the Wa my forty third.
But still determined come what may,
I wad keep my promise made that day.
I knew the hour was getting late,
The bus was due to leave at eight.
But pubs are somehow hard to find,
Or was it me just on the blind.
I knew it was drawing near the hour
And my score stood at fifty-four.
But och I knew the bus would wait,
And that it wouldn't gang at eight.
And weel I kent that some woud swear,
Just because I wasna there.
So as I went seeking my last three,
A dozen pals went hunting me.
Now I hunted high and I hunted low
As I staggered to and fro.

And when I went through the Imperial door
 The barman says, "You've been here before".
 And just when I thought there was nae ither
 I came on twa pubs close together.
 The Salutation no that far,
 And, of course, the Market Bar.
 By noo the hour was drawing late
 And goy unsteady was my gait.
 But I had still wan pub to fin
 I wad gungon that last yen.
 But fate decreed it othorwise,
 It was just then I heard the cries.
 Like hounds when they their quarry see,
 That dozen palls came chasing me.
 With muckle din and hellish fuss
 They bundled me into the bus.
 Noo sad to them I telt my tale.
 But pleading was of no avail.
 For they were keen on getting hame,
 As I was keen on hobbie's name.
 So force of number wan the day
 And the bus got speeding on its way.
 'Twas then I heard twa cronies say,
 That they had been in the Globe a'day.
 Up a close well of the street,
 And the beer you couldna beat.
 Goy ill tae find they did declare
 If ye didna ken the pub was there.
 Just then I jumped up on my feet
 Then I staggered up upon the seat.
 Shouting "Stop the bus and turn it roon
 And drive me back to Dumfries toon".
 For as sure as death that was the yin,
 The public hoose I couldna fin.
 But a' my pleadin' went unheeded
 Tae Sanguhar on the bus it speeded.
 And as I sat there was fearfu eye,
 My brother Jock came up to me.
 Says he, "ullie dinha look sae glum
 For I've a bottle foo o' rum.
 And you can drink a toast to Rob,
 For I got that bottle in the Globe."
 And furthermair he telt us a the bottle
 Was a gift frae Mao.
 O Lord above me hear my plea,
 And when it comes Ma's time to dee
 To her wha gave let her be given
 And gee tae her a place in heaven.
 Nae mair I mack the same mistake.
 Nae mair promises will I rake,
 Nae mair aroon Dumfries I'll rin
 I'll toast Rob fifty-seven in yin.

Wull Smith.