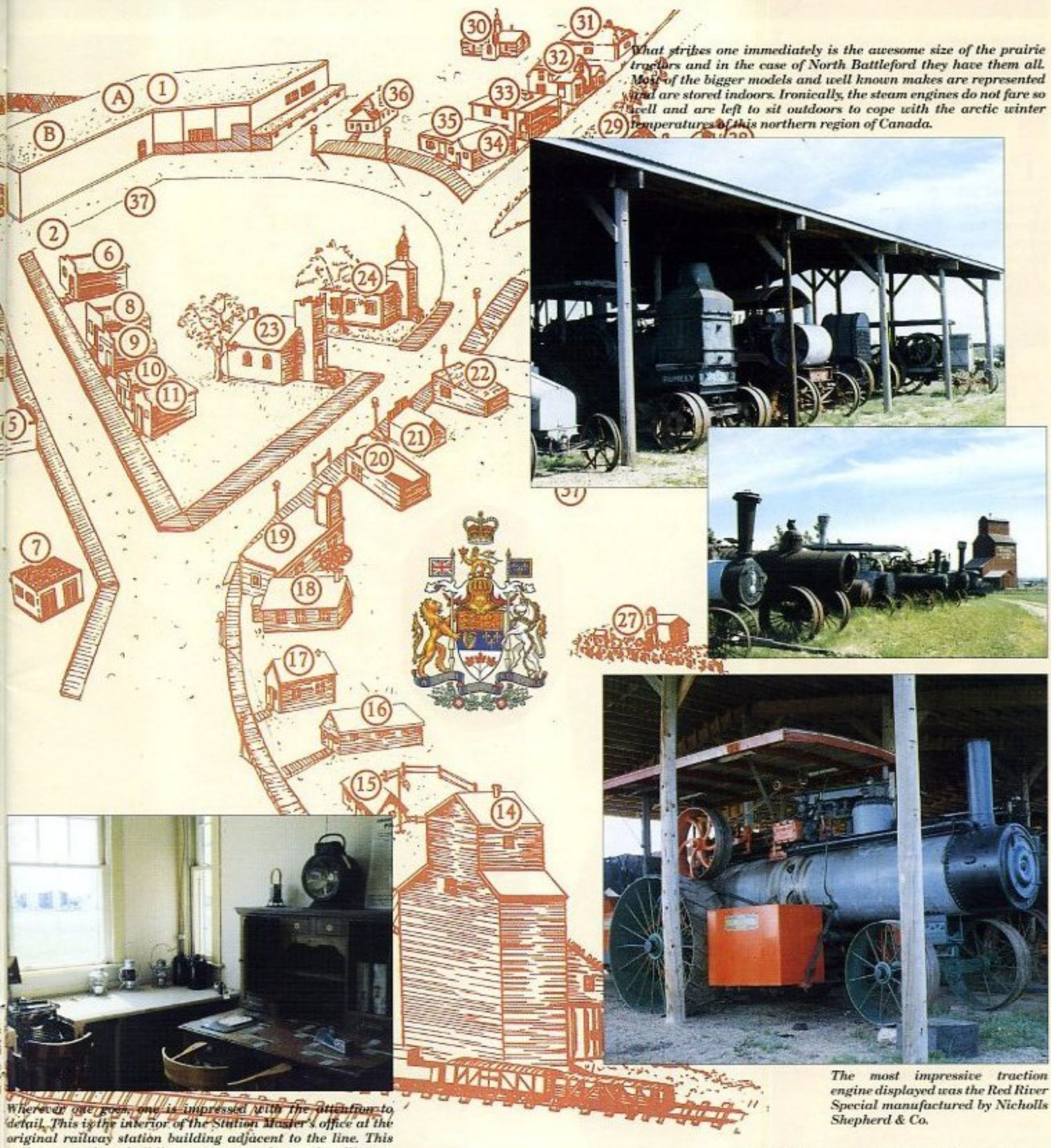
ADA – RITAGE AT ITS BEST



What strikes one immediately is the awesome size of the prairie tractors and in the case of North Battleford they have them all. Most of the bigger models and well known makes are represented and are stored indoors. Ironically, the steam engines do not fare so well and are left to sit outdoors to cope with the arctic winter temperatures of this northern region of Canada.

The most impressive traction engine displayed was the Red River Special manufactured by Nicholls Shepherd & Co.

Wherever one goes, one is impressed with the attention to detail. This is the interior of the Station Master's office at the original railway station building adjacent to the line. This railway station building was moved to the Western Development Museum from Prince, Saskatchewan, where it was built in 1913 by the Canadian Northern Railway and operated for 40 years. It is impossible to overstate the importance of the railway and the station to the existence of prairie towns. The train brought new settlers, mail and supplies and took grain and other farm products to market. Almost all railway depots in Western Canada included living accommodation for the station master and his family

Should any of our readers wish to visit or contact The North Battleford Museum, address details are as follows:

North Battleford
Heritage Farm & Village
Box 183, Hwys 16 & 40
Saskatchewan, S9A 2Y1, CANADA
Phone: 306-445-8033, Fax: 306-445-7211

It's All Abo

Royal Show 1998

Pietermaritzburg's Royal Show is a success story from whichever angle one looks at it. Firstly, it attracts massive crowds from the general public – and this is vital for the bottom line and of course future existence. Secondly, it is still an Agricultural Show which draws farmers from all over Natal. Unfortunately, to achieve the first, compromises have had to be made, and the agricultural flavour is very diluted amongst the commercial exhibits, but nevertheless, after an absence of some years there are now more agricultural exhibitors than ever.

The Royal is very far from degenerating into a Rand Easter Show which seems to have lost much of its atmosphere, and certainly most of its agricultural background.

Thirdly, the Natal branch of the Vintage Tractor and Engine Club have a stand there – and that's a major success in its own right!

The previous two years' shows have been covered in The Veteran Farmer, and as previously themes were chosen well beforehand to make the best use of the limited (and expensive) space available. This year's tractor theme was John Deere (to celebrate 160 years of Deere & Co.). An excellent line-up of J.D.'s were on show, including an unstyled A and model H, not often seen in Natal, on loan from the Hogsville collection and exhibited by the Editor. Other tractors, including a J.D. Lanz 60, immaculate J.D. 50, ultra rare AOS, 2020 (yes, they're collectable!), unstyled D and three Farmalls and one Fergie to give some contrast. (See photo 1).

Again, it didn't stop with the tractors. On the Wednesday a sizeable gathering of John Deere "personalities" gathered for a reunion.

Amongst the distinguished guests were Bruce Pocock, Sales Promotion Manager of John Deere South Africa, Geoff Basel, MD of Mascor, Natal's main John Deere dealer network, and many personnel from the Natal dealer network. However, more significantly were those associated with J.D. during the 2-cylinder era and early days of John Deere's Nigel branch.

Prominent among these must be "Oom Les" Rogers, shown on the right of photo 2. Oom Les or "Mr Fixit" was Service Manager at Nigel from the beginning until the mid-Eighties, and was renowned not only for his technical knowledge but his handling of people, both customers and staff. To Les, people came first, and this policy seemed to work as those that worked for him always gave their best.

The Editor, as Reliability Engineer for John Deere, made several trips to J.D. in Mannheim, Germany, and invariably the first question asked by marketing staff upon hearing there was someone from S.A. was – "How's Les Rogers?". One very senior manager made this statement once: "Les is the prototype of what a human being should be". Well done, Oom Les, it was great having you, and we hope you enjoyed the day.

On the left of photo 2 is Erich Strydom – former employee of Dunnel Ebden and J.D., once Area Service Manager for Natal and now managing a dealership in the E. Cape. Many, many stories have been told about Erick, particularly when away from home on courses etc, but since this is a family magazine they can't be told here!

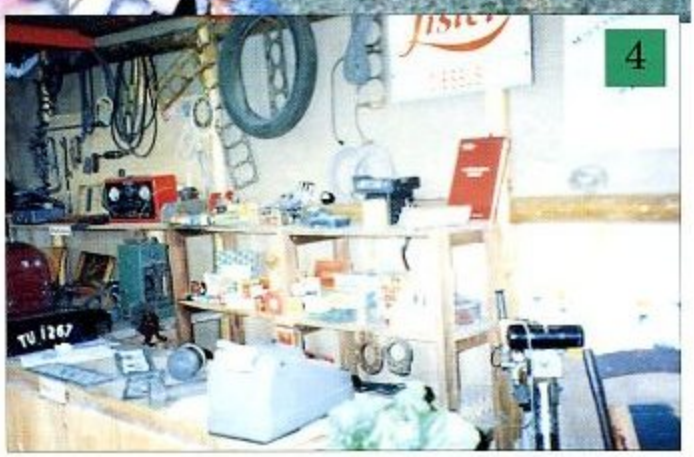

2




3

out People!











This year's theme inside the Club House was a country garage and workshop. The main spring behind the workshop was Udo Uhlman, who has a fascinating collection of old tools, and can talk about them in detail. Photo 3 gives some idea, but cannot do justice to the atmosphere created.

Every workshop has its reception/stores area, and this was faithfully recreated (photo 4).

Even the front of the Club House was transformed to look like a country garage (photo 5).

The third major exhibit was of course the Stationary Engine section – and here again terrific imagination produced an outstanding show. All the engines were hooked up to something, and were made to work at pumping, milling, grinding etc.

Over the years grinding coarse mielie meal for sale has proved popular at Natal shows, and this year was no exception! Photo 6 shows Sue Calitz working hard with her's and husband Brian's Bentall Mill, powered by a 1920 10HP National. Photo 7 shows Brian doing the really hard (male) responsible work; monitoring the running of the National!

It was very noticeable that crowds gathered when engines were running. Photo 8 shows various engines; in particular seen working hard was Gerry & Colin Alborough's 1923 Fairbanks Morse 2HP driving a Gould's centrifugal pump. To get the speed up, the belt is driven from the flywheel, not the pulley – hence the little 2HP is really running warm as the steam from its hopper shows in insert photo 9 – keeping an eye on it is Gerry Alborough.

It's All About People!


8


10


13


9


12


11


14

Also – believe it or not – was a working example of a Blakes No. 1 Hydroram. These once common pumps needed no power but required a good head of water. 30% of that water would be expended in the effort to pump, whilst the remaining 70% could be pumped up to five times the height of the original head. This example worked from a 44 gallon drum on the club-house roof, and as photo 10 shows considerable pressure was developed.

Not every engine worked faultlessly – photo 11 shows Craig Truter cranking the living daylights out of his 1946 Jowett 4,5HP (which normally operates a generator) while Gerry administers a little "quick start" – all to no avail. However, after a little attention to the electrical system it started perfectly.

One exhibit that deserves special attention was the Nicholson Horizontal Plate Mill, dating from the last century. This machine, ex Midmar, owned now by the Club, was restored and exhibited by Nick Houston, and features wooden gear teeth, shown in photo 12. Insert photo 13, shows the size of the mill, (which was grinding during the show) alongside Nick – driven by his 1925 Worthington 6HP.

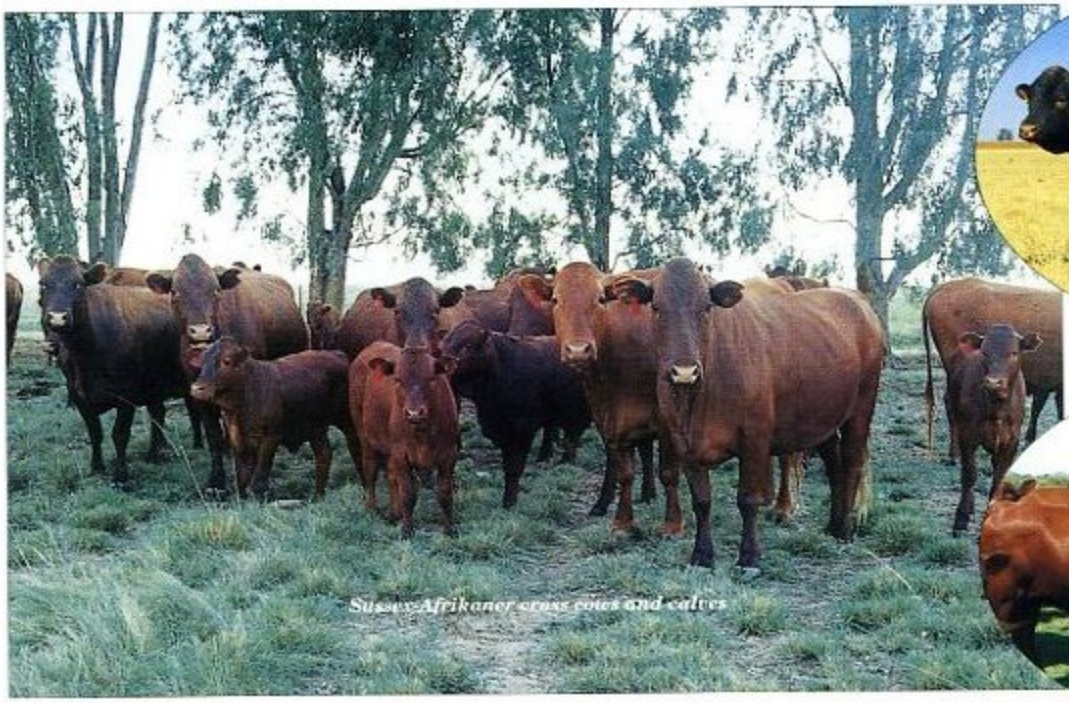
Finally, the rewards. For the fourth consecutive year the Club won an award – this year the Hulett Aluminium trophy for best outside stand. In addition, on the Wednesday various Club awards were made shown in photo 14. Rob North, Natal Club Chairman gets a bunch of flowers for special endeavour – while Deryk Browne – a keen botanist – examines them for rare species! (In reality the flowers had been awarded to his spouse, Velda, who was perhaps the main organiser behind the show – Rob looks distinctly uneasy – Deryk, responsible for the excellent booklet on the John Deere story is probably checking out the meat on the Braai!).

Why did I head this article "It's All About People"? I think the magnificent pull-together attitude of all those concerned, the encouragement given to all participants, no matter how big or small their contribution, and the relaxed atmosphere – plus the massive interest shown by the general public made it a peoples' show – and that's what it's really all about.

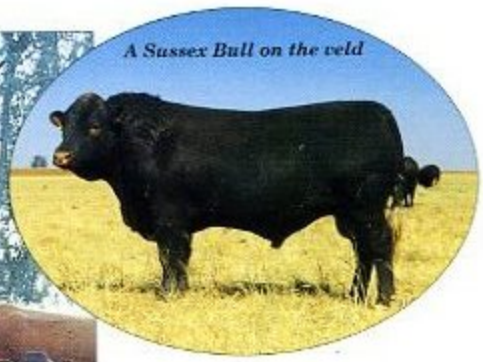
Editor

LIVESTOCK CORNER

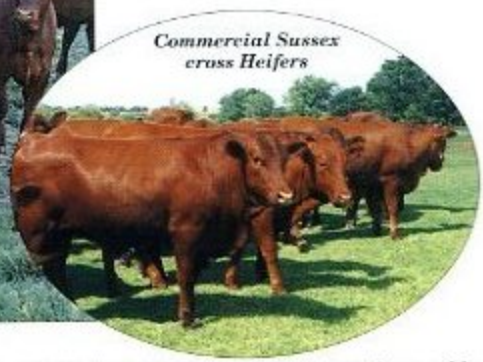
THE SUSSEX –A BEEF BREED WITH DISTINCTIVE CHARACTERISTICS



Sussex-Afrikaner cross cows and calves



A Sussex Bull on the veld



Commercial Sussex cross Heifers

The Sussex breed is one of the oldest and purest breeds of English cattle. The Normans found them in the south of England at the time of the Conquest in 1066. The first noteworthy importations of Sussex cattle into Southern Africa occurred during the early 1900s, when the late Mr Alec Holm of the Potchefstroom Agricultural College was sent to England to select the cattle breed best suited to South African conditions. Twenty Sussex cows were imported in 1903 and more in 1909. By 1920, a total of 82 Sussex bulls had been sold to farmers. On 2 April 1920 a resolution to form a Society was adopted.

Medium Size and Early Maturity

The Sussex is a medium size beef animal. It does not try to compete with the dual purpose and other large framed European breeds. In fact, the Sussex is smaller even than the modern type which the other British breeds have developed. In other words, the Sussex today is the smallest of the Bos Taurus beef breeds. Yet there has been no decrease in the size of Sussex over the past 20 years. It has remained a medium size animal all along – the others have merely become large framed animals.

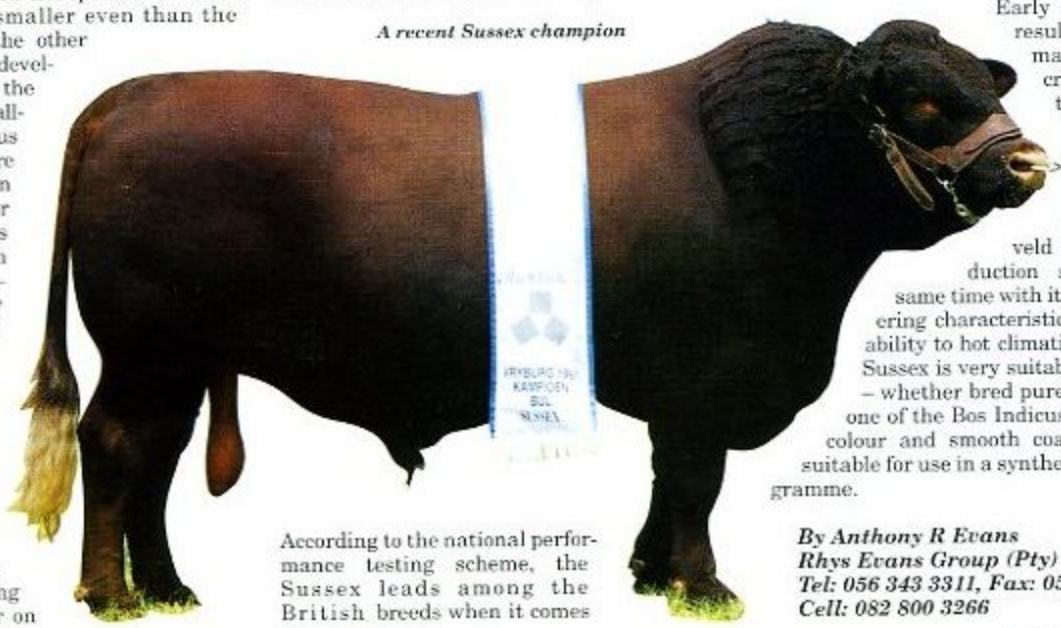
Size is important, because with medium size goes early maturity. As a sire line, it is not the role of the Sussex to breed fast growing, late maturing feedlot cattle. But when it comes to finishing steers on the veld or on pastures, then clearly the Sussex is the ideal sire line, because Sussex can be marketed off the veld at the required carcass weight and at a younger age than other Bos Taurus breeds.

That is not to say that Sussex perform poorly in a feedlot: when it comes to feed conversion, Sussex are very competitive. And especially when meat prices are low and grain prices are high, the Sussex will compare favourably with the European types in an intensive feeding system. Sussex are also renowned for their excellent carcass characteristics, as proved by the breed's successes in carcass competitions throughout the country.

Milk Production

The next important characteristic about the Sussex is its excellent milk production.

A recent Sussex champion



According to the national performance testing scheme, the Sussex leads among the British breeds when it comes to weaning weights, and compares favourably even with many of the so-called dual purpose breeds.

Heat Resistance

While there is some variation in the breed, the Sussex with its smooth coat can handle hot conditions better than the other Bos Taurus breeds, hence its popularity in Zambia, Zimbabwe and Botswana. Heat resistance together with milk make the Sussex cross cow an ideal commercial breeding cow under either extensive or intensive conditions.

Colour

The solid red colour and lack of pigmentation problems make the Sussex the breed of choice in a Bonsmara or Beefmaster upgrading programme.

Summary

Early maturity – the result of its medium mature size – is a critical factor for the Sussex breed. As a result, it is actually one of the very few sire line breeds available for a veld or pasture production system. At the same time with its excellent mothering characteristics and its adaptability to hot climatic conditions, the Sussex is very suitable as a dam line – whether bred pure or crossed with one of the Bos Indicus breeds. And its colour and smooth coat make it very suitable for use in a synthetic breeding programme.

By Anthony R Evans
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Cell: 082 800 3266

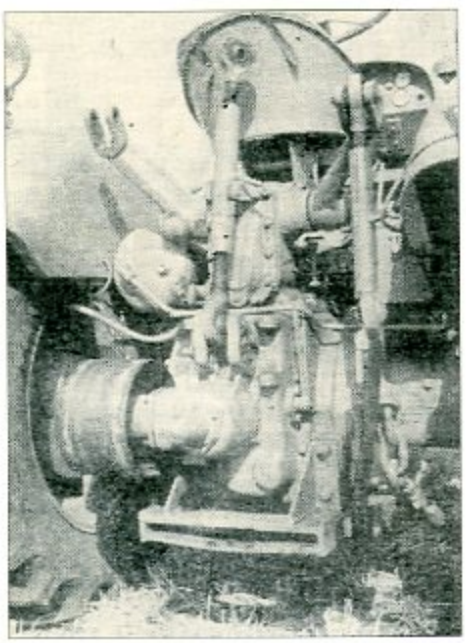
THE CASE FOR THE FOUR-WHEEL-DRIVE TRACTOR

By J. de Szabo



Mounted four-furrow plough in transport by four-wheel-driven tractor.

Farmer's Weekly has kindly given us permission to reproduce articles from our archives from Farmer's Weekly. We think you will find these fascinating. Our thanks go to Farmer's Weekly for allowing us to reproduce these.
We are enjoying the debate on low compaction, four-wheel-drive, tracks versus wheels and that sort of thing. Once again we make the point that nothing is new under the sun and on April 10, 1963, Farmer's Weekly featured a very detailed technical article on the subject. We know you will enjoy it.



Power take-off, belt pulley, lights, etc., are among the usual equipment.

The increasing stress of versatility and the immense progress made in rubber tyre manufacturing in recent years may account for the fact that the race between the rubber-wheeled tractors, with the latter a good second in a narrower and more specific field of application.

There is no doubt, that the tracklayer tractors have many advantages over rubber-wheeled tractors. But these advantages are applicable mostly in cases where a more-than-one-hundred horsepower tractor is required for some special job, and the task cannot be solved by smaller units. Generally in agricultural work, however, tractors equipped with smaller engines than 100 horsepower are used.

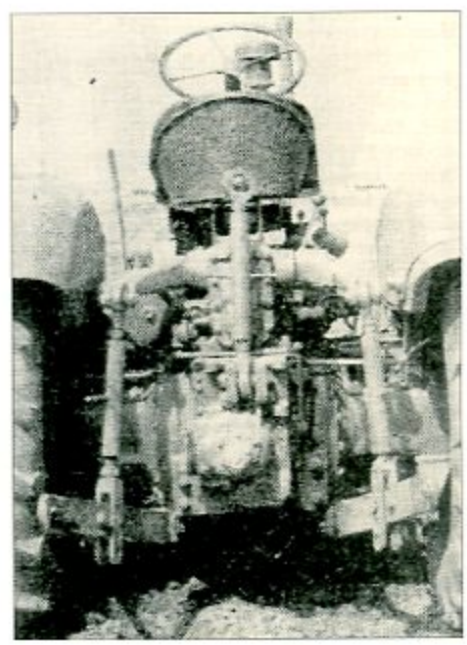
Enemy number one of the operational safety and economy of wheeled tractors is wheel slip. A slight wheel slip is an inevitable concomitant of traction, but every per cent of extra slip means as many per cent of excess fuel consumption, involving also an increased wear of the rubber tyres and transmission gear.

Among the different ways and means of reducing wheel slip, the most important are: (a) correct distribution of weight on the front and rear wheels; (b) application of adequately cleated tyre treads; (c) large diameter wheels; and (d) the introduction of four wheel drive.

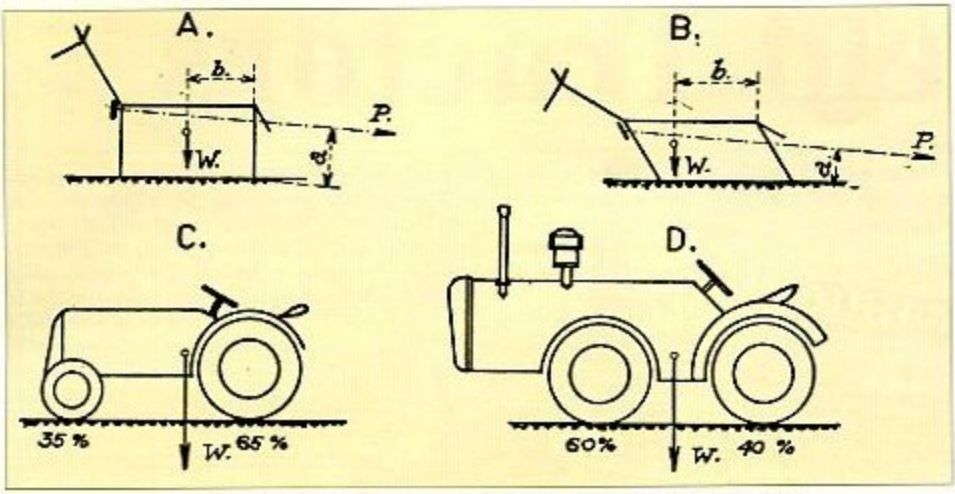
These design features adequately applied may reduce wheel slip to a minimum and increase the tractive effort – on account of the good utilisation of the adhesion weight – up to 80 to 85 per cent of the gross weight of the tractor.

The design of the up-to-date 80 to 100 h.p. four-wheel-drive diesel farm tractors has been evolved due to the above considerations. For optimum weight distribution the static front axle load is roughly 60 per cent of the gross weight. Consequently the four wheels carry approximately identical loads, resulting in a very favourable condition of adhesion and a maximum drawbar pull. In the case of the common rear-wheel-drive tractors, approximately one third of the gross weight is carried by the front and two thirds by the rear axles.

In order to elucidate the matter one may compare the two systems with the work of a mule in harness. When a mule pulls a heavy load and has to make a maximum effort, the animal "throws" its weight into the harness and in this way the centre of gravity of its body is pushed forward. Simultaneously the greater part of the mule's weight falls on its front legs.



The powerful three-point hydraulic lifting mechanism.



Compare distribution of weight and situation of the centre of gravity of the two-wheel and four-wheel-drive with that of a "very schematic" mule.

Considering that in the case of the four-wheel-drive tractors all wheels carry the same weight, it would be illogical to use front wheels with smaller diameter. These types of tractors are usually equipped with the same diameter front and rear wheels. The engine is fitted in front of the front axle. Consequently the load on the front axle increases very considerably. By moving the centre of gravity of the tractor forward one can put more load on the rear axle, without endangering the steerability of the tractor. On the other hand the longitudinal stability of the tractor also improves.

Experience has shown that the four-wheel-drive tractor favourably combines most advantages of the pneumatic tyred and crawler tractors of the same size.

Four-wheel-drive

Experience has shown that the four-wheel-drive tractor favourably combines most advantages of the pneumatic tyred and crawler tractors of identical size. This is explained by the increased adhesion surface of the tyres, minimum wheel slip and a more favourable specific soil pressure, this results in a higher drawbar pull. The four-wheel-drive tractor can be used to best advantage on very wet and on sandy soils, where the use of the crawler tractor is uneconomical on account of the undue wear of the tracks. Here the two-wheel-drive tractor proves unsuccessful on account of insufficient adhesion. One must also not forget that it has just as high a speed as the two-wheel-drive pneumatic-tyred tractor. Consequently, it is suitable for running on public roads and for hauling a trailer with the front-wheel-drive disengaged.

In the following table the results of a 30 h.p. (comparatively small size) diesel tractor is given, when used as a two and as a four-wheel-drive unit. The tractor in question was working on a hillside, having a slope of 33 per cent in breaking up an established grazing ground.



Steering requires no special effort in spite of large front wheels.

The data in the table clearly show that, (1) the four-wheel-drive tractor can be used on steeper slopes, than the two-wheel-drive tractor. (2) The use of the differential lock is a considerable help to utilise the tractor-engine's performance, and also to decrease the fuel consumption. (3) The slip of the four-wheel-drive unit is less than half that of the two-wheel-drive tractor.

Steering

The drive of the steered front wheel constitutes a significant advantage in the steering of the tractor. When turning, the pushed front wheels of a two-wheel-drive tractor will slip laterally, especially on loose soil and at reduced axle load. The large, driven front wheels, however, will draw the front of the tractor and thus make for good steering properties. This advantageous feature asserts itself in contour farming, sub-soiling, deep-ploughing, and especially in forestry and anti-erosion work.

In the past there have been difficulties concerning the design of transmission and steering. These have already been overcome in every respect. In spite of the large diameter front wheels, steering requires no special effort.

The average size four-wheel-drive tractors are equipped with 80 to 100 h.p. diesel engines, as previously stated. They give a better performance at higher speeds, the most favourable ploughing speeds range from four to five miles per hour. Their high tractive power and powerful three point hydraulic lifting mechanism permit the attachment of a heavy one-way plough, a deep digging reversible plough or a four to five-furrow rear-mounted mouldboard plough.

Safe operation of the tractor when hauling heavy harvesting machines, or crops off the field – even on very damp soil – is ensured by the four-wheel-drive's excellent off-the-road abilities.

Like all other farm tractors, the four-wheel-drive machines can also be equipped with power take-off and belt pulley as well. Handy actuating devices, electric head and tail lights are also included.

Ballast weight of approximately 800lb. can be fitted to the front wheels and 400lb. on the rear wheels, which together with the water filling in the rubber tyres can increase the adhesion weight by approximately one and one quarter ton in all.

Compare distribution of weight and situation of the centre of gravity of the two-wheel and four-wheel-drive with that of a "very schematic" mule.

TABLE 1

TABLE I

Tractor.	Two-wheel-drive.				Four-wheel-drive.			
	Fuel consumption.		Speed. Miles per hour.	Slip %	Fuel consumption.		Speed. Miles per hour.	Slip %
	lbs. per hour.	lbs. per morgen.			lbs. per hour.	lbs. per morgen.		
Without differential lock.	slip is too high.				9.80	33.0	2.25	22
With differential lock.	9.50	39.0	2.15	25	8.15	28.50	2.35	11

Nuffield Tractors

Nuffield tractor production began in 1948 in the orange colour known as poppy orange. They began with 4 cyl Morris engines of 4" x 4¾" at 2000 rpm and had a frame or chassis like later Fordson New Majors. 5-forward/1-reverse speed gearboxes were used on all early versions and they had the Universal name. They were known as the tractors that had almost everything other than the very basic tractor as an option.

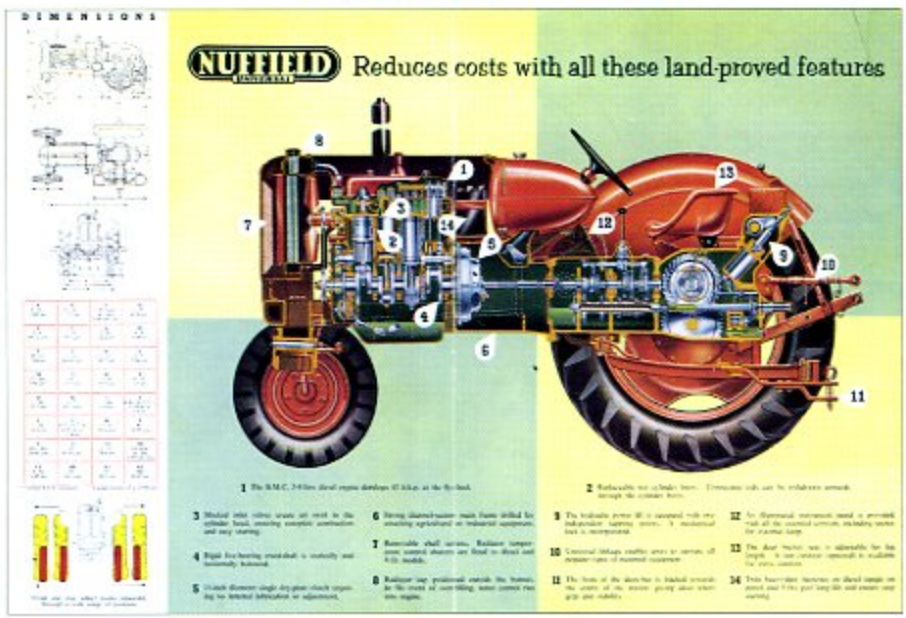
Electrics with one front light, pto's, pulleys, tachometers, hour meters, external hydraulics, 3-point and a hand clutch with an overload release protector were all options. By 1956 a hand operated independent pto like later Fiat and Landini tractors was an option. It was unusual at the time because even a pto shaft was still optional. They claimed that this "two engines in one" system eliminated the use of stationary engines on balers etc.

This early Nuffield Universal range was also known as the M-series as all versions had the "M" letter in the model to identify fuel types. The numerical number "3-V" identified the rowcrop version and "4" stood for standard tread models. The paraffin version was thus the M-3V (rowcrop) and M-4 (standard) and the petrol version was the PM-3V or PM-4. By 1950 a Perkins Diesel P-4 of 3½" x 5" at 2000 rpm was available as the DM-3V or DM-4. Power ratings were 38hp for both the paraffin M-series and diesel DM-series and 46hp for the petrol PM-series.

It was only in 1954 that the Perkins was replaced by the later famous BMC diesel which was also displayed on the grille for many years. These BMC diesels were also 4-cyl with a 3¾" x 4¾" at 2000rpm for 45hp. All these Nuffield's had rounded tanks, bonnets, nose cones and a split grille like later Fordson New Majors. They had rowcrop type rear axle protruding side-shafts with "clamp-on" wheels like David Brown 50-D's. The bonnet had square protruding bulges to either outer side in front of the take to accommodate the battery and air intake depending on models.



By Boetie Hattingh



In 1957 a flush-end rear axle like Fordson Majors became an option. New models were introduced on the same lines but with a two size option for the first time. The numerical "3" (rowcrop) and "4" (standard) became an alphabetical three and four which then identified the number of engine cylinders. The new smaller Universal- three was just a 3-cyl version of the 4-cyl BMC diesel at 37hp and the DM-4 became the Universal-four. The Universal-three was not scaled down in size like the Fordson Dexta/MF 35 and was just a shorter Universal-four with smaller wheels and looked as though it had grown out of its tyres.

In 1961 production shifted from Birmingham to Cowley in Oxford. The engines were bored out from 3¾" (3,74") to 3,94" and the new power ratings were incorporated in the models. The Universal-three became the 3/42 and the Universal-four became the famous 4/60. In 1963 a factory move to Bathgate, Scotland saw new models introduced with the new high/low 10-forward/2-reverse speed gearbox. The new models were the 10/42 and the 10/60 to identify the new gear speeds.

In 1965 the popular mini car and ldv idea was introduced to tractors with the introduction of the baby BMC Mini. It had a 4-cyl 2,478" x 3" at a high 2500rpm for 20hp engine. A white grille and wheels were seen for the first time and in 1968 after the new Nuffields were introduced, it was given a white-line side and renamed the Nuffield 4/25.

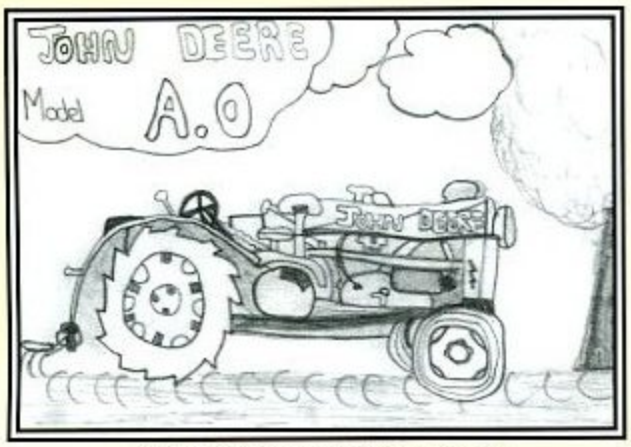
In 1967 the 10/42 and 10/60 were restyled and became the 3/45 and 4/65 with white wheels. Fuel tanks were fitted ahead of the radiator with side air grilles on longer chassis like the German John Deere 20 to 55 series. The nose cone resembled a Field Marshall and they ended in 1969 when they were replaced by Leylands. These last white wheel Nuffields and the 3-cyl models were not good sellers in SA and must be looked after or collected for the future.



Many of our readers are fascinated when they come across situations where old tractors are really worked hard to earn a living. This venerable Nuffield, model number 1060, of year 1966, which has been upgraded by the fitment of a Leyland 698hp engine, just ticks over while operating this Auger on a wheat farm in SA.



Children's Gallery



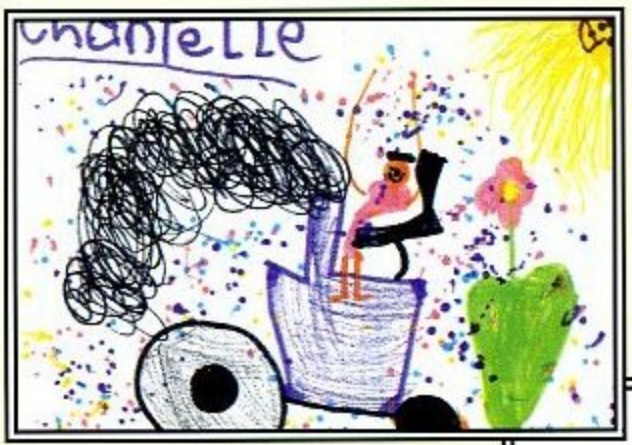
Nelmari Dirkse van Schalkwyk Age 11

PRIZES WAITING TO BE POSTED

We have decided to award prizes to every child whose drawing appears. We have prizes waiting for the following children whose drawings have appeared in earlier editions of The Veteran Farmer:

Shaun Upshall, UK (7), Lauren Usher (5), Stuart Hessom (8), Stephanie Bach, Stephanie da Silva, Laken Miller, Chelsea van Deventer, Le Roux Neethling, Abraham Mouton (8), Mark Leak (11), Giovanna (6), Vicky Taylor (6), Melanie King (7), John Hattingh (11), Christie Truber (6), Steven Wilson (11), Alex Hattingh (9), Charles Davis (10), Lynmarie King (4)

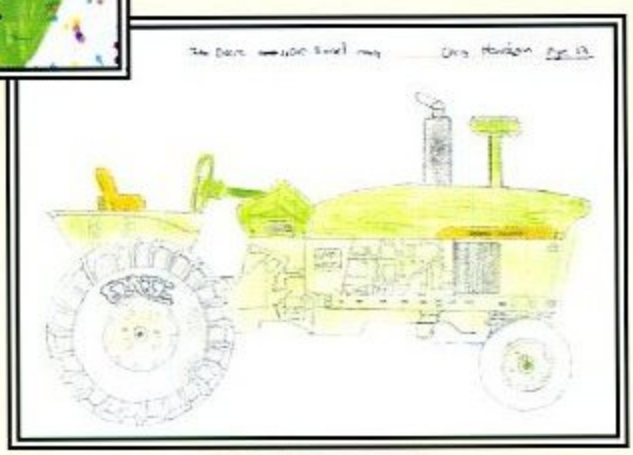
Could all parents please communicate with Mrs Kathy Lotter on 011 799 7421 and advise their address so that prizes can be despatched.



Chantelle Age Unknown

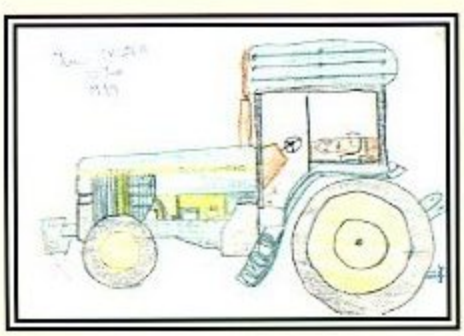


Alexandra Age Unknown

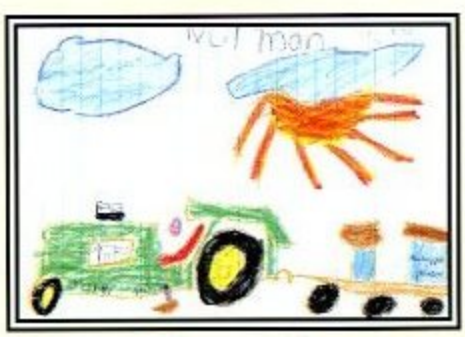


Chris Hanekom Age 13

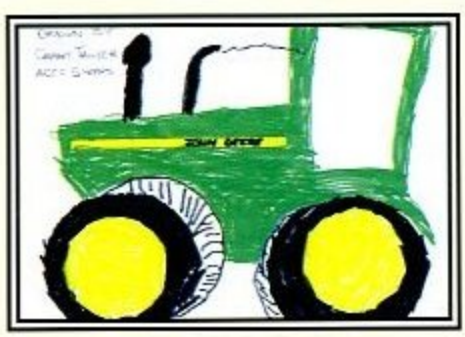




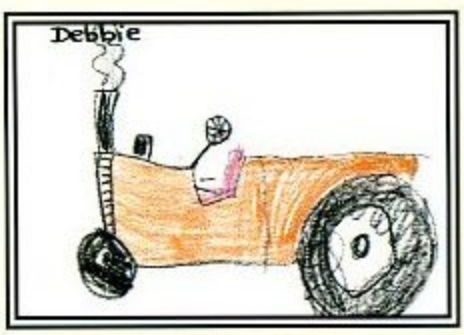
Jaco Truter Age 10



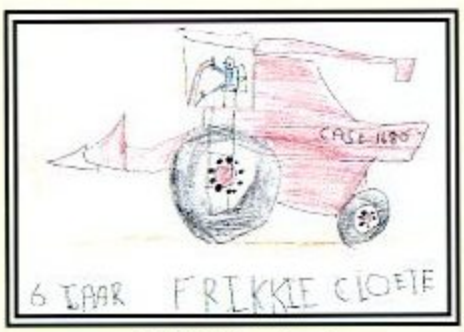
Norman Age 6



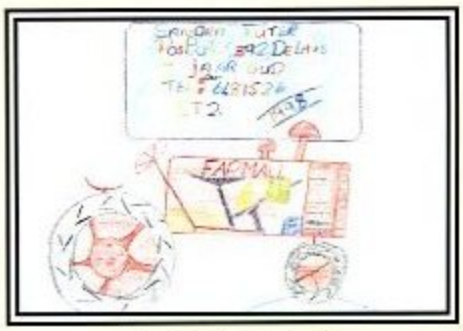
Grant Truter Age 5



Debbie Age Unknown



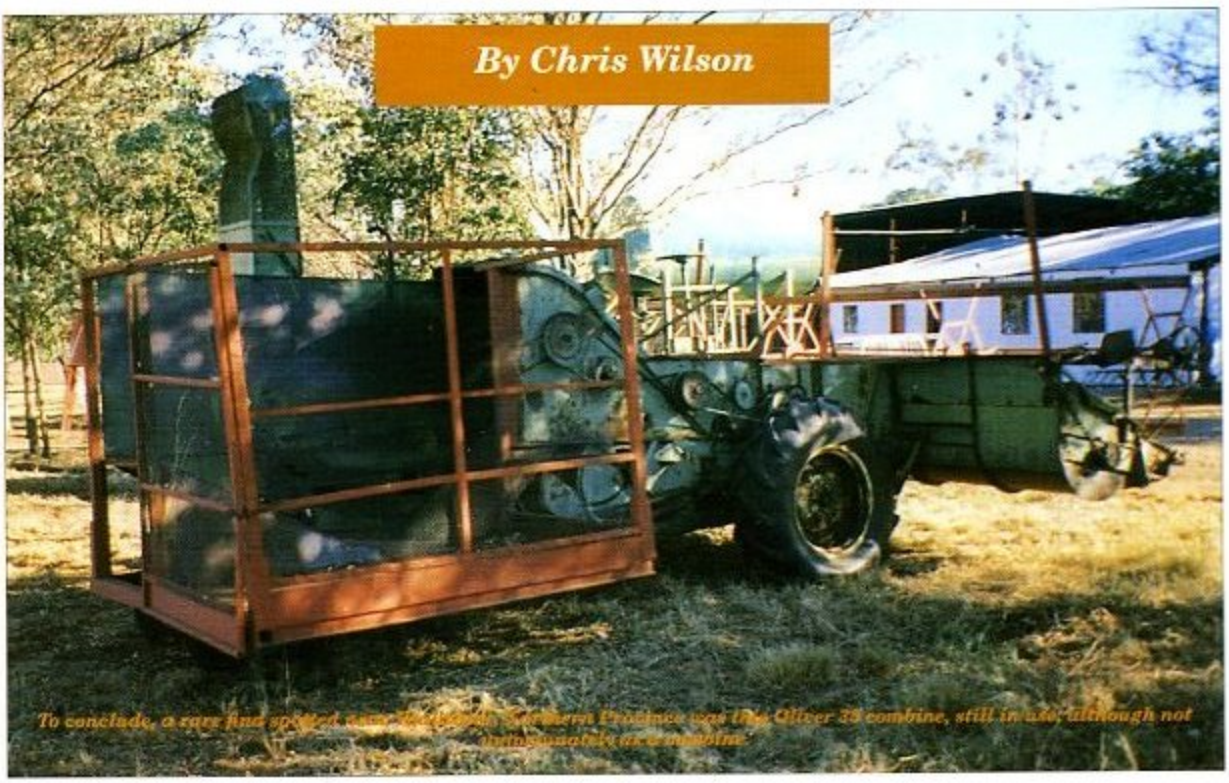
Frikkie Cloete Age 6



Sandra Truter Age 9

IDLE THOUGHTS OF AN ITINERANT TRACTOR MAN

By Chris Wilson



To conclude, a rare find spotted near Dundee, Northern Province was this Oliver 33 combine, still in use, although not unfortunately as a combine.

I was forcibly reminded the other day of the increasing sophistication of modern tractors. Now, I firmly believe that electronic computerised control is the way to go. Current systems are reliable and very user friendly, both to owner/operator and technician. But try telling that to a mechanic of the old school who has had no training!

There still exists a management philosophy that says "You're a tractor mechanic – fix it!".

That doesn't work in the face of flashing digits and beeps – unless adequate training has been provided.

Once introduced to the mysteries of on board computers, nearly all technicians – young and old – take to it like a vintage tractor owner to beer! Now the technician can diagnose and calibrate by pushing buttons in an air conditioned cab – rather than grovelling in dirty inaccessible places to adjust with spanners and screwdrivers. But, as I say, only with adequate knowledge.

This reminded me of a time I was relieving at Malcomess' Estcourt branch and had to make a trip to Northern Natal to sort out a Tox-O-Wik grain dryer. Maritzburg, my home branch, served a mainly hay and silage area so we had little or no knowledge of these American dryers – in fact, I had never seen one.

The only advice I could get was that it was "probably electrical" (the Tox-O-Wik was a gas-fired machine with a PTO driven fan and this particular one was not igniting).

Pitching up on the farm with a happy, confident (and entirely false) smile, I was more disconcerted to find a reception committee.

At that time Malcomess was planning to open a branch in Dundee, which was to be the flagship for Natal.

This important customer near Newcastle was plum in the area to be served by Dundee, and although no premises had been opened, a salesman and manager had been appointed. So as well as the farmer, these two had arrived to watch a bright young technician deliver sparkling service!

The dryer was standing in a muddy yard, coupled to an elderly but well kept Nuffield. One of those mid-winter cold fronts was sweeping the country at the time, and it was wet and cold. The dryer's system was reasonably simple, and I ascertained that gas was not getting through for some reason. I traced the blockage to a solenoid valve, and found wires running from this to a switch near the fan.

Rightly supposing this switch somehow activated the gas solenoid, I shorted it out and turned on the gas – I seemed to hear a hiss but to make sure I pressed the igniter. Now, bear in mind that the tractor was not running, and the fan was not turning. Gas was therefore seeping into the upper chamber of the dryer and mixing with air.

Pressing the igniter brought spectacular results. There was a loud whumph! and flames shot out of the sides and top of the dryer.

Even more spectacular was the effect on my circle of admirers who had been breathing down my neck with bated breath.

Simultaneously three large bodies sprinted in the general direction of away, all dignity lost – and – joy of joys – the salesman slipped and fell headlong in the mud!

I stood petrified with the hairs on the back of my neck rising at the control panel while two shaken individuals crept back to ask what happened (the manager only emerged minutes later from behind a shed – I suppose he felt that as a manager he was worth the most to the company and it was his duty to ensure that all was safe before he exposed himself to risk!).

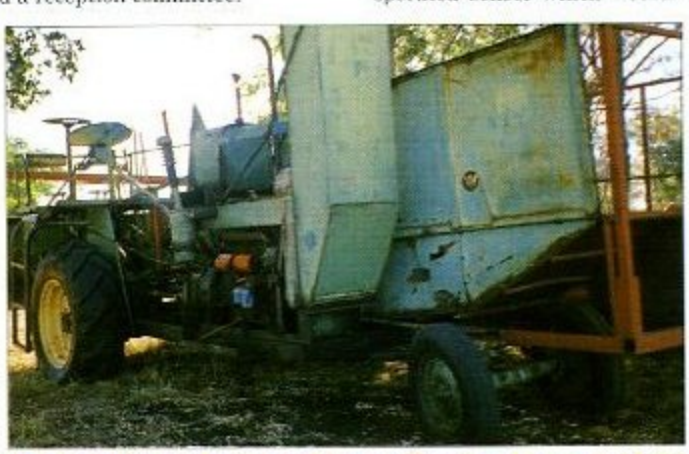
With true British stiff upper lip aplomb, I replied "Oh it's OK – that's exactly what I thought would happen". The farmer gave me an old-fashioned look but said nothing.

In any case I dismantled the switch, which was of course a wind operated sensor which wouldn't let gas through unless the fan was turning, found it clogged with chaff, cleaned it, assembled and tested – everything OK.

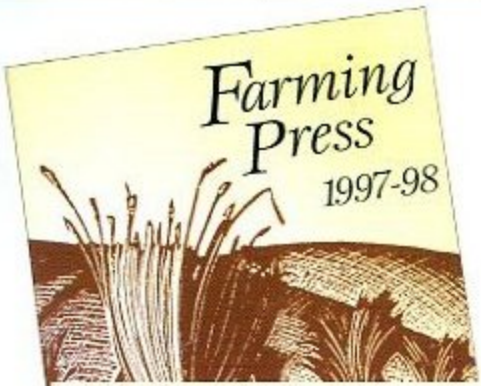
Afterwards we all trooped inside for coffee. The farmer, who was nobody's fool, took me on one side saying "Jong, I want to shake your hand – admit you knew less than... all about that grain dryer when you got here – but you've fixed it – and taught me something – thanks".

On the way home the real highlight of the situation hit me and I had to stop while I laughed till tears ran down my face and my sides hurt.

Three dignified men – a big burly farmer, a manager and a salesman all scrambling away in the mud – and best of all a salesman lying sprawled in the wet farmyard!



The separating mechanism and straw walkers have been removed and a large basket substituted for harvesting natural grass for seeds.



Write, fax or ring for a free catalogue on a full range of books and videos on both old and modern farming issues, old tractors, livestock... you name it, this catalogue contains it.

For further information contact Kathy Lotter: c/o PO Box 408, Halfway House, 1685, SA.

Tel: 011 799 7400, Fax: 011 463 3890.

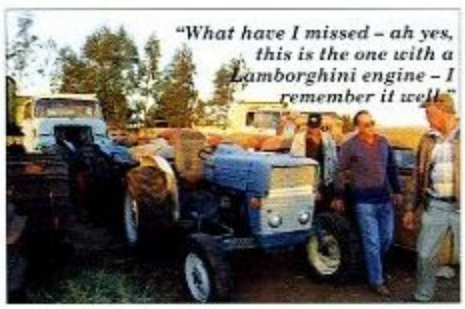
E-mail: kathyl@rf.nokia.co.za



Is this an Aveling Barford diesel roller or is that a patch of rust on the front?

THE SIMPLEST THINGS IN LIFE BRING THE HAPPIEST MEMORIES

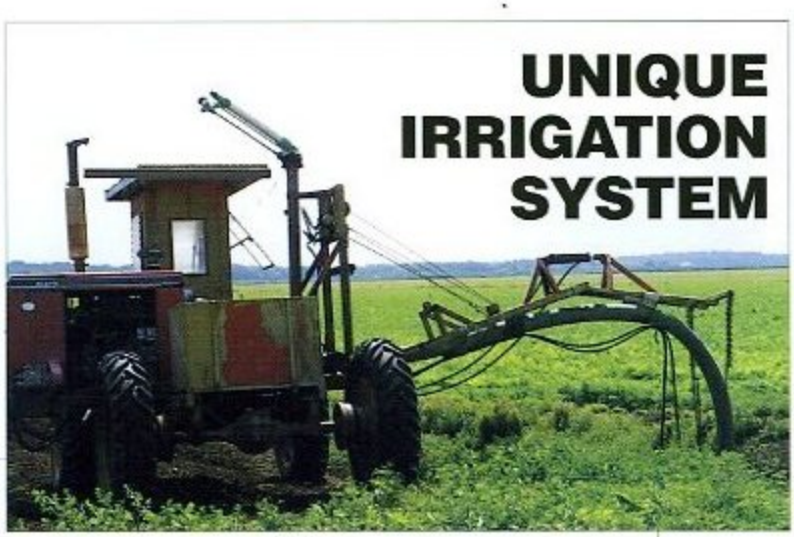
Ros Miles spotted having a look at a Fordson.

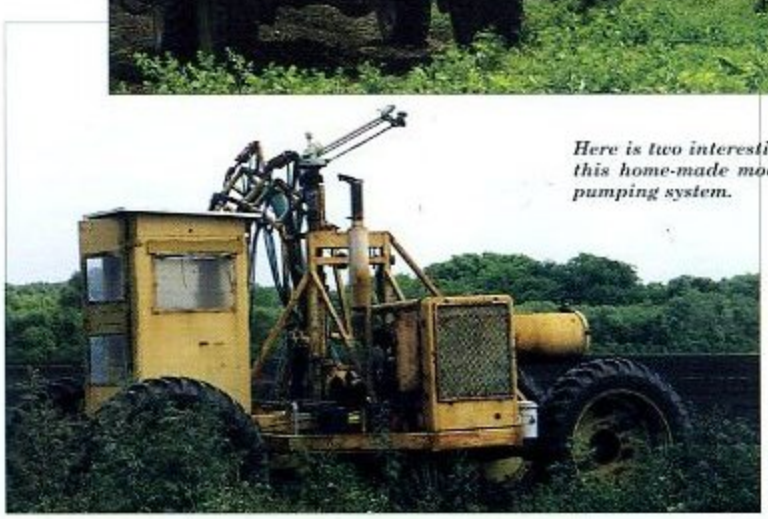


"What have I missed – ah yes, this is the one with a Lamborghini engine – I remember it well."

Peter Elliott in the background is keeping his thoughts to himself. Zak van Staden remembered when this tractor did 0 to 60 in under four seconds when tuned by his brother Dave!

UNIQUE IRRIGATION SYSTEM

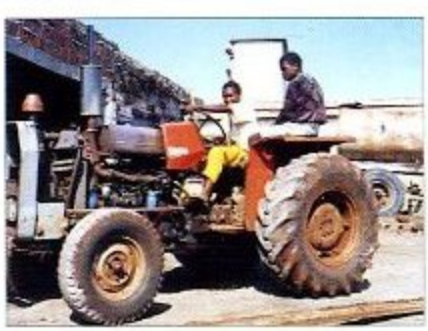




Here is two interesting variants of this home-made mobile irrigation pumping system.

Florida in the United States has a very high water table. One of our readers discovered a unique and interesting way of irrigating intensive crops such as vegetables. Drainage ditches run through the lands. Special tractors (contraptions) have been designed by local farmers to act as a mobile pumping and spray unit. A pipe is deployed into the ditch and the rain gun is located on top of the machine. The machine then moves down the ditch periodically taking the water out as it goes. It is not clear whether these items are manned or not but we assume that they are looking at the cab. Presumably this happens until the drainage ditch is dry and then left until it fills up again.

As Mozambique slowly opens up to the outside world, all sorts of interesting treasures, both ancient and modern, are being revealed.



Massey Ferguson tractors have always displayed 'true grit". This Mozambique example is no exception.

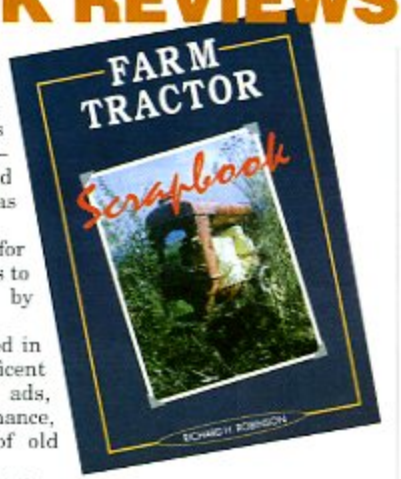


The Veteran Farmer has managed to obtain copies of this publication at R40.00 per copy. For further information contact Kathy Lotter: c/o PO Box 408, Halfway House, 1685, SA.

Tel: 011 799 7400, Fax: 011 463 3890.

E-mail: kathyl@rf.nokia.co.za

BOOK REVIEWS BY THE EDITOR



I must confess to having become rather blasé about tractor books recently – more and more photos of restored tractors are starting to lose their appeal – and because they are restored tractors one cannot use them as reference either.

However one of the best both for entertainment and reference has to be "Farm Tractor Scrapbook" by Richard H Robinson.

This excellent book, published in New Zealand, contains a magnificent collection of archive pictures, ads, contemporary articles on maintenance, cartoons, and many photos of old tractors at work today.

The range of tractors extends from the Saunderson of 1909 to the Ford 2 – 5000 range of 1965. Of particular interest to me was a section on Australian built I.H. products – models that I was unaware of.

In all a thoroughly good read which one will want to go back to again and again.

For further details contact Kathy Lotter on telephone number 011 799 7400.



We have just been notified that the long awaited Massey Legacy Volume Two hardbook by John Farnworth will be available from July onwards.

Many of our readers will already have in their possession Volume One which was released earlier in the year.

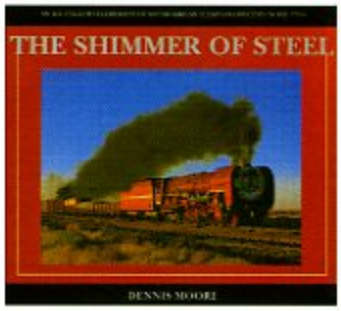
The Massey Legacy two-volume set is the first comprehensive review of the broad range of products manufactured or marketed by Massey Ferguson and its predecessor companies from 1847.

This text is a key resource for Massey enthusiasts around the world as well as for those with an interest in the general history of agricultural equipment.

An avid collector of all things M-H, John Farnworth is also the author of Ferguson Implements and Accessories. He contributes to vintage tractor magazines and runs a register for M-H equipment.

For further details contact Kathy Lotter on telephone number 011 799 7400.

THE SHIMMER OF STEEL



One of the most impressive books ever to cross our desk arrived the other day – "The Shimmer of Steel" by Dennis Moore. This book consists of a collection of photos of South African Railway steam in the 90's – and I think it's fair to say that just about all the photos are absolutely superb and compare favourably with the best anywhere in the world. The clarity and composition are excellent – and each is far more than just a steam loco – the atmosphere of the location is captured every time. Each caption tells us about the location, the locomotive, and some background as to the running of the train itself – and much can be learnt from them. The Shimmer of Steel is actually a sequel to an earlier magnificent book by the same author – "The Sunset of Steam", depicting steam in everyday use, mainly in the eighties. Perhaps my favourite picture comes from this book on page 36 – showing a 25NC on a freight near the Botswana border – the train is only a portion of the whole scene – which encapsulates a magnificent sky, typical bushveld trees and a social weaver nest – it has to be seen to be believed!

The quality of production and layout is faultless, and the overall effect of both books is to evoke considerable pleasure in what was, and what to a limited extent can still be seen today. One is reminded of just what a rich steam heritage this country had, and how quickly it disappeared. I recall in the early seventies being forced to attend boring (to me) horse shows in the Maritzburg show grounds – sitting at the top of the grandstand overlooking the Victoria Good's Yard while a stream of double headed Garrett hauled trains coasted silently in from, or struggled mightily up onto the Greytown Branch while other steam loco's shunted the yard and Garretts worked trip freights to the sidings at Willowton – all part of everyday life and taken for granted – now gone forever.

These two books however provide an excellent link with those days. Both books are a must for any steam or rail enthusiast – or indeed for those who love the South African landscape in all its magnificent variety.

Published by Chris van Rensburg Publications (Pty) Limited. Tel: (011) 726-4350 Fax: (011) 482-1279

FERGUSON ARCHIVES

Mr Stan Jerling has provided us with some magnificent archive documentation. It is a regional letter dated September 1, 1939 and is from Ferguson-Sherman Manufacturing Corporation in the USA. We would be very interested to hear where Ferguson-Sherman fitted into the whole Ferguson and Ford Ferguson empire. Dearborn, Michigan is the home of Ford so obviously there was a strong connection there. Ironically the Ferguson-Sherman Inc. booklet indicates that the plough was manufactured in Evansville, Indiana.

This book makes fascinating reading. If anyone would like a copy, please send a self-addressed envelope to The Veteran Farmer and we will happily send you a copy of the booklet.


Ferguson-Sherman.



VINTAGE DEBUGGING!

Located in a field not far from Pretoria is this interesting old portable steam device. Horse-drawn, it is in fact a British Army anti-lice sterilizing unit for clothing. It seems that the troops and others with whom the Army was associated did not get to the Laundromat that often and as a result any number of bugs took up residence in their clothing. Every now and again the British Army would cram all the clothes into this portable steaming unit and give the bugs a hard time!

The unit certainly dates from the last century but unfortunately no manufacturer's name is indicated on the unit.



Calendar of Events for 1998

24 Sept	Sosatie Festival – Willem Prinsloo Museum
24-26 Sept	Kleinplasie Museum – Worcester
26 Sept	Annual Fun Day – Bathurst Museum
23-24 Oct	EP VT&EC Annual Gathering – Marlow School, Cradock
10-11 Oct	Glen Museum Fees

Supplied by The Vintage Tractor & Engine Club of SA (Natal Branch)

OLD GARDEN EQUIPMENT

We have not concentrated much on old garden equipment. In the UK for example, there is a complete magazine dedicated to this. It is called "Farm & Horticultural Digest" and potential subscribers can contact the magazine at the following address; Farm & Horticultural Equipment Collector, 10 Upper Elms Road, Aldershot, Hants GU11 3ET. U.K.

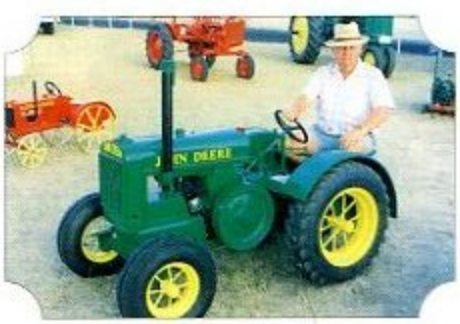




Our picture shows a Monarch Water Ballast Roller, which was a very state-of-the-art item just after the turn of the Century. It belongs to Mr Essex Barrett of the farm Boschfontein in the Free State (see front cover).

SPOTTED AT NAMPO RECENTLY

Does the Vintage Tractor & Engine Club have a huge Chairman or are John Deere tractors smaller than we thought. Nic Vallentgoed is as always cheerful and presenting the Vintage Tractor & Engine Club in style. Photos taken at Nampo 1998.



Chris Smith and his beautifully manufactured scale model John Deere D tractor.



WHERE HAVE ALL THE SENTINELS GONES?



South Africa must have a huge population of Sentinel steam waggons.
The James Hall Transport Museum has the famous short-wheel-base Sentinel steam tractor, "Texas Jack", as well as a number of long-wheel-base conventional steam waggons.
There is one in the Hogsville collection presently under restoration – a late model long-wheel-base unit, which when completed will be as "new".

Most of the other leads followed up by The Veteran Farmer have lead to clear indications "Sorry, it has gone overseas". There seems to be less Sentinels in South Africa than fingers on both hands.
We would be delighted to hear from Museums and readers who might throw some light on how many have survived.

Editor

MUSEUMS

In writing about South Africa's history and in our particular case, the world of agricultural bygones, it is hard to avoid lapsing into depression over the state of things in many areas. The social fabric of the rural community is changing, meaning that many properties which have been in families for generations, have now been vacated. They leave behind them a wealth of history, knowledge and of course, tractors, implements and related items.

Under normal circumstances our museums would be the receptacle for these items to be preserved. However, the museums do not always provide the facilities which enable these items to be appreciated in the best light. Museums are not geared towards providing the interested enthusiasts with demonstrations as to how the equipment actually works. Virtually no restoration work is done by museums, who suffer significant funding problems on an ongoing basis.

At present some museums are reviewing whether they should privatise and go it alone. Museums and their contents need people to support them. Items must be maintained and machinery in particular, requires tender loving care, if it is to be in a position to be run at regular intervals. Many museums, such as the Bathurst Museum in the Eastern Cape, provide an excellent opportunity for people to actually work on equipment that they might be familiar with, without the need to have their own collections.

Indeed many enthusiasts will only ever see some of the rarer machines in a museum and certainly would never get an opportunity to work on them in their own homes. Museums like Bathurst give the opportunity for people to "partner" a tractor for example, and to bring it into good order and then to use it at the shows that are organised in the local area.

Bathurst Museum

Address: *14 Putt Road, Port Alfred, 6170*
Tel: *0466 243-743*
Opening hours: *Tuesday – Friday: 09:00 – 16:00*
Saturdays: 09:00 – 12:30
Sundays: 09:00 – 16:00

James Hall Museum of Transport

Address: *Pioneer's Park, Rosetenville Road*
La Rochelle, Johannesburg.
Tel: *435-9718 or 435-9485/6/7*
Opening hours: *Tuesday – Sunday: 9:00 – 17:00*

Koringbedryfmuseum - Wheat Industry Museum

Address: *Moorreesburg, 7310*
Tel: *0264 31093*
Opening hours: *Monday - Thursday: 08:00 – 17:00*
Friday: 08:00 – 16:00

Willem Prinsloo Agricultural Museum

Address: *Kaalfontein Farm, Old Witbank*
Pretoria Road, Rayton, 1001
Tel: *(012) 734-4171*
Opening hours: *Monday – Sunday: 08:00 – 16:00*

KLEINPLASIE LIVING OPEN AIR MUSEUM

Robertson Road, Worcester, 6850
Tel: 0231 –22225/6. Fax: 0231 –741 34
Opening hours: Monday to Saturday: 09:00 – 16:30
Sunday: 10:30 – 16:30.

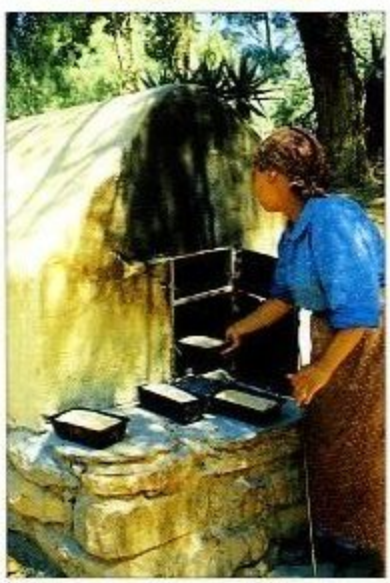


The water-mill where wheat is ground between two mill-stones.

One kilometre outside Worcester, along the road to Robertson, is Kleinplasie – a living Open Air Museum where the life-style of the early pioneer farmers is depicted. Here you will find various buildings and structures pertaining to early agricultural industries. There is a tobacco shed, an early farm dwelling, soap kitchen, a blacksmith's shop and a water-mill, to name only a few.

The unique cultural historical value of the Open Air Museum lies in the fact that it not only preserves early architecture and articles of use in agricultural and home industries, but also keeps these activities and industries alive.

Apart from daily tasks such as bread baking, tobacco twisting, candle making, wheat milling and iron forging, a wide variety of other chores are done as the need arises, for example coffee roasting, witblits distilling, soap making and milk tart baking.



Esley Arendse putting the bread into the outside oven.

Activities connected with grape-pressing, slaughtering time, sheep shearing, dairy time and veldplant time are all part of many seasonal presentations at the Open Air Museum.



Isobella, the steam tractor at the new extension

These activities take place from Monday to Saturday. Sunday is a day of rest, but all the buildings and exhibition halls (excluding the new extension) are open for viewing.

On the premises is a tearoom and a restaurant where traditional refreshments and lunches are served 7 days a week.

There is also a new extension which represents the development of agriculture up to the 1940's. This area can be visited by train, which departs from the Open Air Museum. The train stops at an exhibition hall with formal exhibitions on water and electricity supply for agriculture, the development of steam and the history of iron, as well as exhibitions of different farming implements.

Come and visit the Open Air Museum, where history is alive.

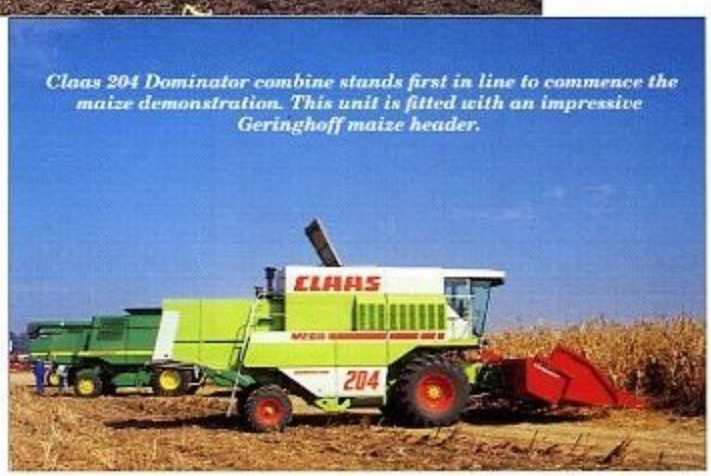
VAL OPEN DAY



New Holland G240 pulling GC Tillage Chisel Plough model Cherokee Mark II.

On a cold and misty morning at Val near Standerton recently, a group of farmers gathered for an Open Day to review the latest in tillage equipment, combine harvesters and tractors. Working on heavy black soils, ground engaging implements were tested to the full. GC Tillage, one of South Africa's best known farming implement manufacturers, unveiled their Versatill range of chisel plough/cultivator units which attracted a lot of attention. Implements are getting bigger, stronger and more capable of withstanding the punishment handed down to them by the bigger tractors that are now available to South African farmers.

This excellent Open Day was organised by Dick Kerslake. Together with his team he must be complimented on arranging a very well organised and informative day out.



Claas 204 Dominator combine stands first in line to commence the maize demonstration. This unit is fitted with an impressive Geringhoff maize header.





Track type tractors are still very much in vogue at farming demonstrations. ABOVE: Case Quad-Trac. RIGHT: John Deere 8400T pulling a John Shearer Super 18 Chisel Plough.



ABOVE: Ripping rather than ploughing is gaining in popularity as farmers consider minimum till possibilities. This GC Tillage Big Ox 5 tyne ripper is being pulled behind the businesslike Massey Ferguson 399 tractor.