# THE VETERAN FARMER
# DIE VETERAAN BOER

DEDICATED TO KEEPING ALIVE MEMORIES OF BYGONE FARMING DAYS IN SOUTH AFRICA
÷ SPRING EDITION 1999 ÷ ISSUE No. 18 ÷ COVER PRICE R12



*In this issue*

**OXEN AT WAR**

**THE BOER COMMANDO –**
**THE FINEST MARKSMEN THE WORLD HAVE EVER KNOWN**

**THE ROYAL NATAL SHOW 1999**

***Plus Stationary Engine News, Letters to the Editor, and much, much more!***

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*A picture of the Publisher on an E27N Fordson taken in 1955.*

## From the Editor's desk

One Hundred years ago the Anglo Boer War was just gaining momentum and the Veteran Farmer has throughout the year reminded us of this conflict. However, we must move on and we now look forward to the next millennium with its Y2 implications and the doubts and concern that seem to accompany an excess of technological indulgence.

For many of our readers however, this is not an issue. Their hand start, petrol paraffin tractors, will remain entirely unfazed by these events.

On 1 January 2000 they will be ready to start and go out and do a hard days work if necessary. For many of us that will be exactly the right way to spend New Year. Instead of tearing around the world trying to find somewhere "exciting" to be, most enthusiasts will almost inevitably be drawn to those things that interest them most.

Since this will be the last edition of the Veteran Farmer to be printed prior to the commencement of these momentous events, may we take this opportunity of wishing all our readers well for the festive season and for the significant Millennium New Year.

We go into the new Millennium without an Editor which makes things a trifle difficult due to the fact that the undersigned will be on a six months sabbatical overseas. The Veteran Farmer was to have been a volunteer magazine but does now require a more tangible arrangement if it is to continue.

***Wilfred E. Mole***
***Publisher & Editor-in-chief***

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***FRONT COVER:** In the next edition of The Veteran Farmer we will be publishing an article "The Power of the Past 1999" which covers a unique show held in the UK every September. This beautiful painting entitled Hay Carting in Norfolk by Joe Crowfoot depicts a classic application for Power of the Past. The picture shows a Fordson E27N working on the Norfolk/ Suffolk border in the UK, circa 1950. This picture is taken from a series of 8x10 signed prints which cover most aspects of East Anglian agricultural nostalgia. They are available from the artist direct. Enquiries direct to: Joe Crowfoot, 17 Denmark Road, Beccles, Suffolk, U.K. Tel: +44 (0)1502 715676*

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*Veteran Farmer comment:*
*Obviously if it survived in the Transvaal it was world-class. This ad appeared in the 19 April 1955 edition of Farm Mechanization in the UK. Used in SA, sold in the UK and made in the USA.*



# OLIVER diesel tractors prove fuel economy on Transvaal farm

Located in the Eastern Transvaal about one hundred miles from Johannesburg is the Folly Farm. Over a thousand acres of rich land in maize and pasture are farmed by Mr. A. E. Long with two Oliver diesel tractors.

Mr. Long reports the Oliver diesel an extremely rugged and low-maintenance tractor, but most important is its sparing use of fuel. Operating costs have been reduced sharply with these two machines. In fact, costs for operating the two diesels are about half that for two distillate tractors previously used on the farm.

Power is important in this country where maize plowing is done in winter when the ground is hard and dry. The Oliver "88" diesel shown above easily turns the hard earth in second gear using a 3-bottom moldboard plow.

Besides economy, the Oliver diesel is famous for its easy-starting engine, six-speed transmission and direct-drive power take-off. See your Oliver Distributor for full details on Oliver tractors and the many fine matched farm tools.

## THE OLIVER CORPORATION

**Export Division: 400 W. Madison Street, Chicago 6, Illinois, U.S.A.**

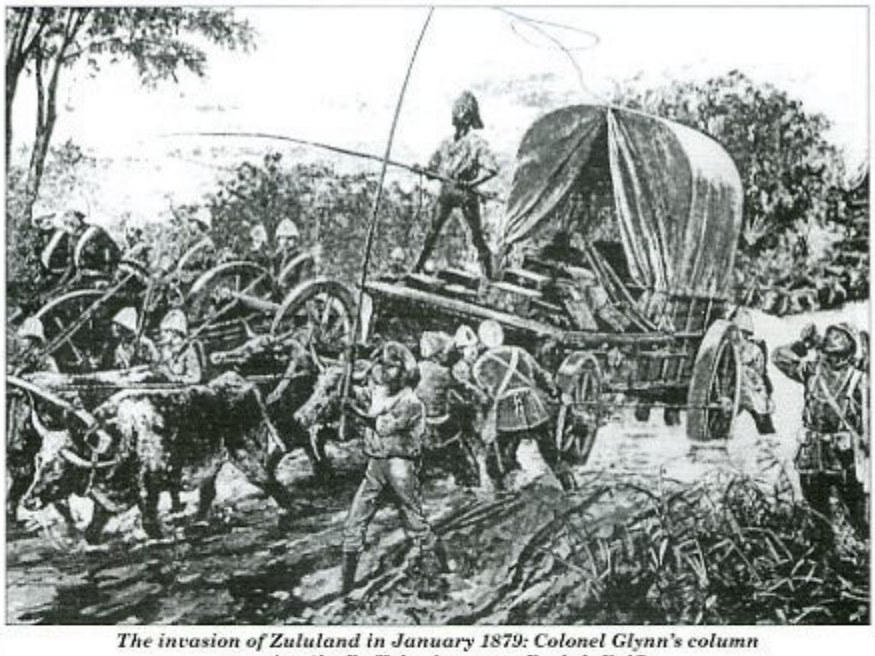


"FINEST IN FARM MACHINERY"

# Oxen At War

For centuries oxen have hauled military supplies. Genghis Khan (c.1162-1227), the Mongol conqueror, used them to transport his massive tents. The British army used them in Europe for hauling supplies and artillery. In India in 1896 they had three thousand oxen for draught and three thousand for artillery siege trains. The Bulgarians used buffalo as military draught animals in the First World War. As recently as 1933 oxen were still in use for artillery trains in India and Abyssinia (Ethiopia), and the Veterinary Department of the British War Office produced standing orders and instructions on oxen for transport officers in the field.

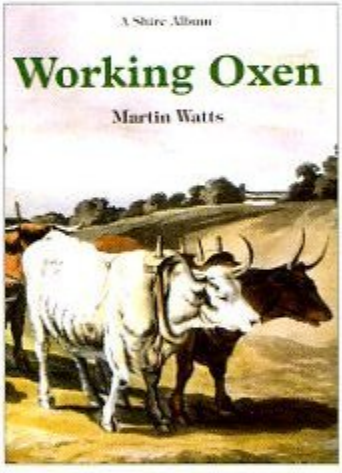
Perhaps the most notorious use of oxen was in the Anglo-Zulu War of 1879 and the Boer War of 1899-1902. At the time the British army normally used mules or horses for wagon transport, but because of the long sea voyage it was thought expedient to hire local transport. However, there were not enough mules in South Africa and the Commander-in-Chief, Lord Chelmsford, had to purchase thousands of oxen and wagons to transport his army less than a hundred miles (160 km) to the battle zone. Chelmsford began his invasion of Zululand in 1879, with just under seventeen thousand troops and a few thousand oxen. The soldiers had no experience of handling oxen, with disastrous consequences. Poor livestock management, lack of grazing, the slow speed and non-existent roads nearly brought the campaign to a standstill, as well as costing hundreds of thousands of pounds. Changing tactics, he hired teams with local drivers and set up chains of supply depots, one of which was the famous Rorke's Drift. Before the end of the war over 27,000 oxen were working to keep the army supplied.



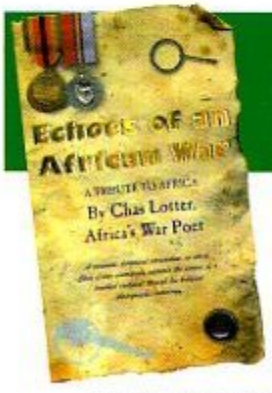
*The invasion of Zululand in January 1879: Colonel Glynn's column crossing the Buffalo river near Rorke's Drift. (From Illustrated London News')*

Twenty years later the British army was back in South Africa to fight the Boers. Again thousands of animals and wagons were used, particularly in the early stages before the railway was extended. The Commander-in-Chief, Field Marshal Lord Roberts, used the same system of hiring local teams, and before the end of the campaign there were over forty thousand oxen working for the British army, under the command of a major-general. The long marches and poor management of the animals again led to high mortality rates – over 11 per cent a month. The Boers, by contrast, were renowned experts in the use of oxen and in the early months of the war used them for moving supplies and artillery. Despite all the difficulties experienced by the British army in the use of oxen, when they were properly used the army did appreciate their potential. In his report to the Royal Commission on the War in South Africa Lord Roberts wrote:

*The load for a wagon was 6000 pounds (2722 kg.). The oxen were, as a rule, fine animals, and very tractable. The curious thing about them was that they would pull together, however large the team might be. With heavy guns as many as 20 spans of oxen were employed, and when they were on the move the trek chain was always taught.*




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## Echoes of an African War – By Chas Lotter

In the soon to be released "Echoes of an African War", Chas Lotter, the soldier poet of Southern Africa, matches his haunting poetry with authentic photos, paintings and sketches to tell the story of the Rhodesian bush war.

The story is effective and proven. It follows the story of the teenaged army recruit who exchanged his home and his family for the world of barracks life. It sketches the years, until 1973, when a low-intensity war allowed a young man to explore the African bush. The story then bursts into the late 1970's when the conflict escalated into a vicious civil war. It covers the war's end in 1980, and the subsequent readjustment to civilian life before finishing, in 1999, when, as a mature man, he looks back and remembers events that are now history rather than current affairs.

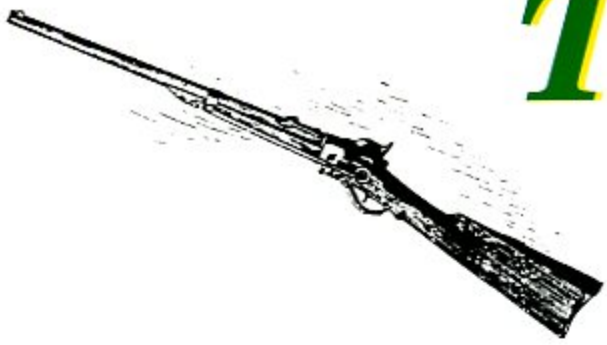
The distributor for "Echoes of an African War" is Covos Books. Their contact details are as follows: PO Box 6996, Weltevreden Park, 1715, SA. Tel: +27 11 476 9926 Fax: +27 11 476 9927 E-mail: covos@global.co.za

# PRESS RELEASE

## *Anglo Boer War Poster*

***A special poster which depicts the Anglo Boer War, is available to the public and cultural organisations who present commemoration programmes of the war.***
***The poster can be obtained from the following centres:***
***Provincial Museum Services – Mr Naas Ferreira, Tel: (012) 327 5957***
***Krugerhouse Museum – Tel: (012) 326 9172***
***Willem Prinsloo Agricultural Museum – Tel: (012) 734 4171***
***Museum vir Kultuurgeskiedenis – Tel: (012) 341 1320***
***Museum for Military History – Tel: (011) 646 5513***
***Above mentioned museums all present special programmes on the Anglo-Boer War.***
***The poster is developed by the Provincial Museum Services in collaboration with the Museum for Cultural History.***
***Issued by Mrs A Schoemann, PRO***
***Tel: (012) 341 1320***

# The Boer C





The Centenary of the Boer War is upon us. This has revived much interest in the happenings, which took place in South Africa during period 1899-1902. For many the wounds have healed and are long forgotten – for others the wounds were too deep and are festering to this day. In some places it is said that the Boer war has never really ended.

Both sides learned many lessons during this conflict. The British Army learned that they were facing what some described as a "Nation of Marksmen". This was probably a fair description, and was due to a number of reasons.

Firstly the structure of the Boer Commando was far less formal and rigid than that of the British, resulting in far greater flexibility concerning the particular type of weapon that a member could decide to use. In many photographs of Boer Commando members, there is a variety of weapons shown in a single group photograph. Thus a member could often use the particular weapon which best suited his taste, build or shooting style. In very many cases it would be his own rifle, which he had brought from home.

The Boer Commando consisted mainly of farmers and hunters, and for these people their rifle was not just a piece of equipment on issue to them. They lived with their rifles, loved their rifles, so that their rifles became an extension of themselves. They used rifles in their day to day civilian lives and were totally familiar with them. They knew the veld and weather conditions. They were accustomed to judging distance and setting their sights accordingly – as opposed to shooting at practice ranges with known distance to targets. For many of them shooting accurately was accepted as a requirement of their normal daily lives. They were used to acting independently and making individual decisions. They were masters of field craft and their drab clothing blended well with their surroundings.

## – The Finest M
## World have



This combination of life skills and experience, together with the determination not to be dominated, resulted in a near perfect querilla soldier. The Boer Commandos greatly dented Britain's confidence in her global superiority.

***BOER WEAPONS***

Due to the more flexible structure of the Boer Commando a great variety of weapons were used. The Anglo-Boer war was however the first major conflict in which "smokeless" weapons were used on a large scale. The threat to the two Boer Republics viz. Orange Free State (OVS) and Transvaal (Zuid-Afrikaanse Republiek) had become a reality by 1895, so that Boer governments had some time in which to prepare for what was to come.

All male burgers (citizens) between ages of 16 and 60 could be called up and were required to report for duty with horse, saddle and bridle, blanket and rifle and enough food for eight days.

The Boer Republics had, over a number of years, bought weapons for their burgers and made them available at reasonable prices (sometimes cost price) at Magistrates Offices.

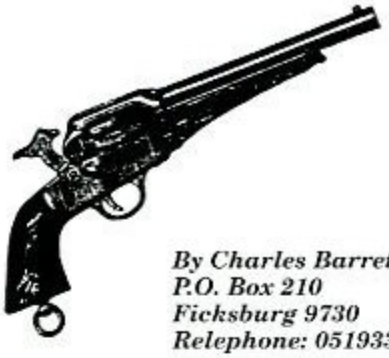
The MARTINI HENRY rifle had been in use for several years having been adopted in 1871 as the official rifle of the British regular army. It had been successfully used in the Zulu and First Boer War – so it was tried and trusted. It is a single shot black powder rifle usually in 0.45"

***LEFT: Martini Henry rifles and Carbine, Calibre .577/.450. Rifle to the left has breech open and rear sight elevated***

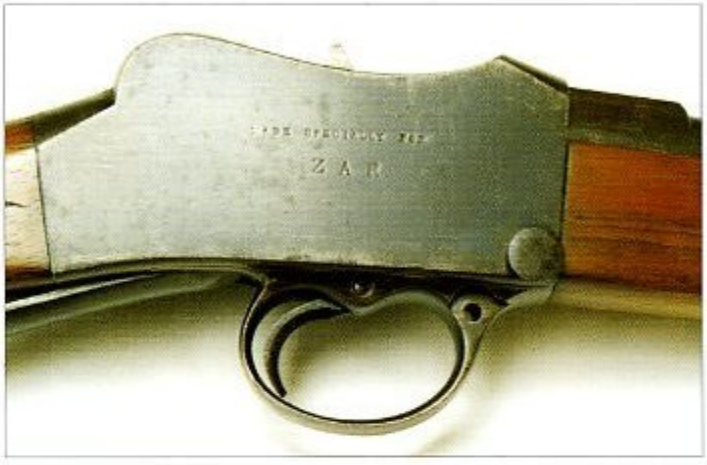
# ommando



## arksmen the ever known



*By Charles Barrett*
*P.O. Box 210*
*Ficksburg 9730*
*Relephone: 051933 4301*




*ABOVE: Close up of Martini Henry action bearing the inscription "Made Specially for ZAR" (Zuider Afrikaanse Republiek) (Transvaal).*

calibre and chambered for the .577/.450 cartridge. It has a heavy (about 500 grain) lead bullet travelling relatively slowly (About 1300 ft/sec). In the right hands it has served many a soldier and hunter well. The Martini is a fully enclosed, internal hammer, single shot, vertically downward swinging action, operated by an under finger lever. It is an exceedingly rugged and reliable action, yet comparatively simple. The only criticism is that it cannot be cleaned from the breech end. The Henry rifling is a very distinctive design, effective and long lasting with lead bullets and easy to clean. Both the long and carbine versions were used; the finest being those manufactured by Westley Richards and marked "Made specially for ZAR" on the receiver.

Over 44,000 Martini Henry rifles were used – manufactured and sold by the British to the Boers to fight the British!

The GUEDES rifle, designed by a Portuguese named Castro Guedes (circa 1885) was manufactured by Steyr in Austria. The 8mm (8 x 60 Guedes) cartridge was one of the first small-bore military cartridges to be adopted. Initially black powder, later cartridges were charged with smokeless powder. The bullets were nickel-jacketed lead. The Guedes is a single shot falling block action, with internal hammer and a ruggedly constructed receiver. It has an extractor system superior to the Martini and also features a safety catch. A further advantage is that with the block lowered, the bore can be viewed and cleaned from the breech end. The Boers called them "Ghiedies" and they were also known as "Joubert – rifles" because of General Piet Joubert's preference to this type of action. Similar in a way to the Martini, except that the whole trigger mechanism drops down when the lever is lowered to open the breech. The Guedes action has some excellent design features, and had fate not interfered it might have been improved to be one of the finest single shot actions ever developed. However the bolt action rifle was soon to be invented so that unfortunately the Guedes was short lived.

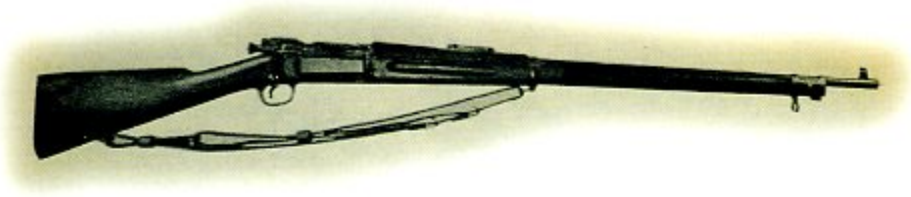
Just over 6,000 Guedes rifles were used in the Boer war.



*ABOVE: 8mm Guedes rifles, lower one with breech open and rear sight elevated*



*ABOVE: Close-up of Guedes action*



*6.5mm Krag-Jörgensen rifle showing the magazine protruding from the right hand side of the action.*





*Two variations of the .303 Lee Enfield Mk 1. The lower one has the breech open, the rear sight elevated and the magazine removed.*

The KRAG–JöRGENSEN rifle was a joint invention of two Norwegians: Capt Ole Hermann Johannes Krag and Eric Jörgensen, Director and Chief Armourer respectively at the Kongsberg arms factory. The Norwegian defence force adopted this rifle an 1894. The Krag-Jörgensen is a turnbolt design with locking being effected by a single lug on the bolt head which engages in a recess behind the chamber, further support being given by a rib on the bolt, the rear of which emerges on a shoulder on the body. The most unusual feature of this rifle is the L-shaped magazine, which protrudes from the right hand side of the body. With a calibre of 6.5 mm and chambered for the 6.5 x 55 cartridge, this was a very modern weapon and still relatively unknown. For this reason only 100 of these weapons were ordered by South Africa and are very scarce today.

The various rifles used by the Boers are all treasured and have a special place in South African History. But of them all, the most loved and famous must be the 7 mm BOER MAUSER. If there were a hall of fame for firearm inventors and designers, then certainly the accomplishments of German born Peter Paul Mauser would be displayed most prominently, for he was one of the world's foremost creators of firearm mechanisms. The 1895/96 Mauser ordered for the Boers, in calibre 7 mm with 7 x 57 smokeless cartridge and muzzle velocity of about 2400 ft/sec, was the most modern of all the weapons used. Fortunately the Mauser reputation was already known so that large quantities were ordered. Top loading by clip, magazine fed and forward locking bolt action, the Mauser is smooth and quick to load and operate. The rifle as



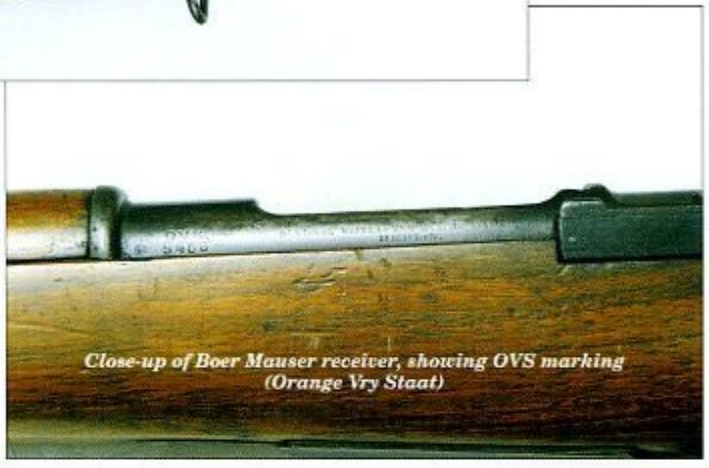
*Four rifles using the Martini action, all in .303 calibre.*
*Top : Martini Metford rifle*
*Second : Martini Metford carbine*
*Third : Martini Enfield rifle*
*Bottom: Martini Enfield carbine*



*LEFT: Three 7mm Boer Mausers. The centre one has the breech open and rear sight elevated. The bottom one (carbine) has unfortunately been "sporterised".*



*LEFT:: Close-up of Boer Mauser stock showing the engraving "C. Engelbrecht 11-6-1900"*



*Close-up of Boer Mauser receiver, showing OVS marking (Orange Vry Staat)*

a whole is light, straight shooting, superbly accurate and a delight to use. In the hands of experienced marksmen they were deadly. Furthermore the ammunition weighed a fraction of that of the bulkier Martini Henry ammunition – so that often Boers carried two crossed bandoliers. The Mausers were manufactured in two different factories in Berlin. The one bearing inscription: "Mod.Mauser 1896 Ludwig Loewe & Co Berlin" which became known as the "Mot Mauser" and the second inscribed "Deutsche Waffen – und Munitions fabriken, Berlin". Three variations of the Mauser were used: The standard rifle, overall length 48" normally had a straight bolt handle. The combined overall length 37½" normally had a turned down bolt handle. The sporter or so-called "7mm plesier Mauser" was available either with octagonal barrel, overall length 47", or with a shorter round barrel and hair trigger. Freestate Burgers could order these beautifully made rifles with engraved actions from their local Magistrates offices at a cost of five pounds!

50,000 Mausers were used in the war.

The LEE-METFORD rifle was known to the Boers, having come into existence in .303 form in 1888, first firing a black powder cartridge and then from 1891, being smokeless with cordite charged cartridge. The inventor of the action was James Paris Lee, a man of Scottish birth who had emigrated to Canada. He patented this well known rear locking bolt action magazine rifle in 1879, using initially the metford patent rifling, so that it was called the Lee Metford. Later rifles incorporating the sharper, five grooved Enfield rifling, were then called LEE-ENFIELD.

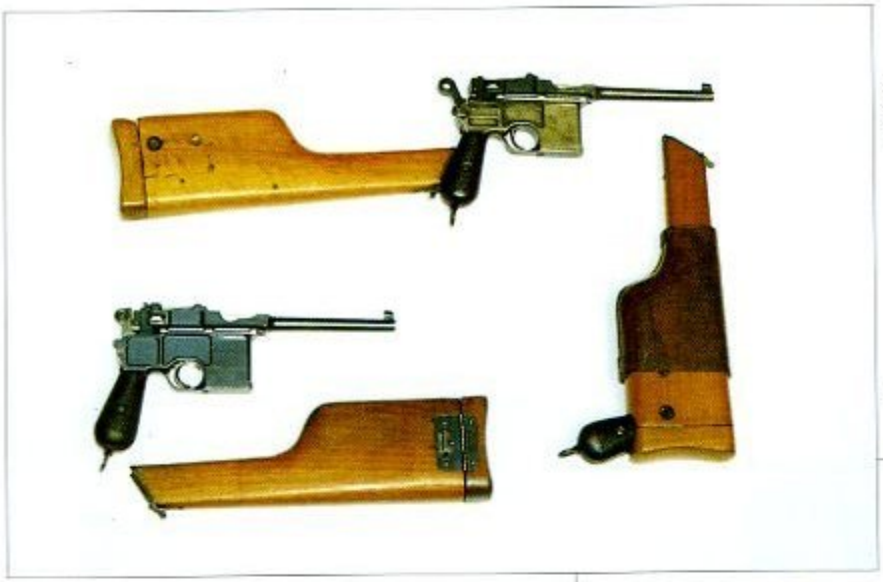




*LEFT: 10.4mm Swiss Vetterli rifle and carbine*

*BELOW: 8mm Austrian Mannlicher rifle and Carbine*





*LEFT: 7.63mm Mauser pistol of 1896, the so called "Broomhandle Mauser" shown in the wooden holster, out of the holster and mounted using the holster as a stock.*

*BELOW: Four varieties of the early Webley revolvers.*



To the Boers all these rifles were simply "Lemetfords". These were the service rifles of the British Army, together with many converted Martini Henry rifles. The Martinis converted from .577/.450 to .303 – initially had the Metford barrels and were called the MARTINI- METFORD. The later conversions with the Enfield barrels were called the MARTINI – ENFIELD. The advantage of these weapons was that they used the same ammunition as the British – so that captured ammunition and weapons could be useful.

The Boers used 3,000 "Lemetfords" in the war.

These then were the main rifles used by the Boers in this historic conflict in which Boers taught the British, as Kipling said, "No end of a lesson". The two Boer Republics had between them 50,000 Mausers, 44,000 Martini Henrys, 6,000 Guedes, 3,000 Lee Metfords and 100 Krog-Jörgensens. Besides these, many Boers preferred their own favourite rifles – so that American Winchesters, Austrian Mannlichers and Swiss Vetterlis, to name a few, were also used. The famous "broomhandle" Mauser pistols in 7.63mm calibre were used by Boer Officers together with some British Webley revolvers.

The Boers declared war in 1899. The British public expected it to be over by Christmas of that year.

It proved to be the longest, the costliest and the bloodiest (at least 22,000 British, 25,000 Boer and 12,000 African lives) and the most humiliating war that Britain had fought for almost 100 years.

The deadly accurate, almost invisible and highly mobile Boer soldier was someone the British Army will never forget.



*ABOVE: Two Lee Enfield Mk 1 rifles*

***References:***
*Prof. Dr Felix V Lategan : "Die Boer se Roer"*
*Major F Myatt M.C. : "The Illustrated Encyclopaedia of 19th Century Firearms"*
*Thomas Pakenham : "The Boer War"*
*Frank de Haas : "Single Shot Rifles and Actions"*
*: "Bolt Action Rifles"*



*RIGHT: Two Boer Mauser rifles*

# Steam Puffs

## By Geoff Pethick

First item on the agenda for this issue is the photograph of locomotive No. 197 Kracht. The photograph was obtained from the National Army Museum, Chelsea, London, England, where a large number of other shots of local interest may be found.

Presumably taken during the Anglo-Boer War this shows the loco has sustained serious damage to the cab and minor damage to other parts such as tanks, footplate etc. Further details of where and when would be welcome.

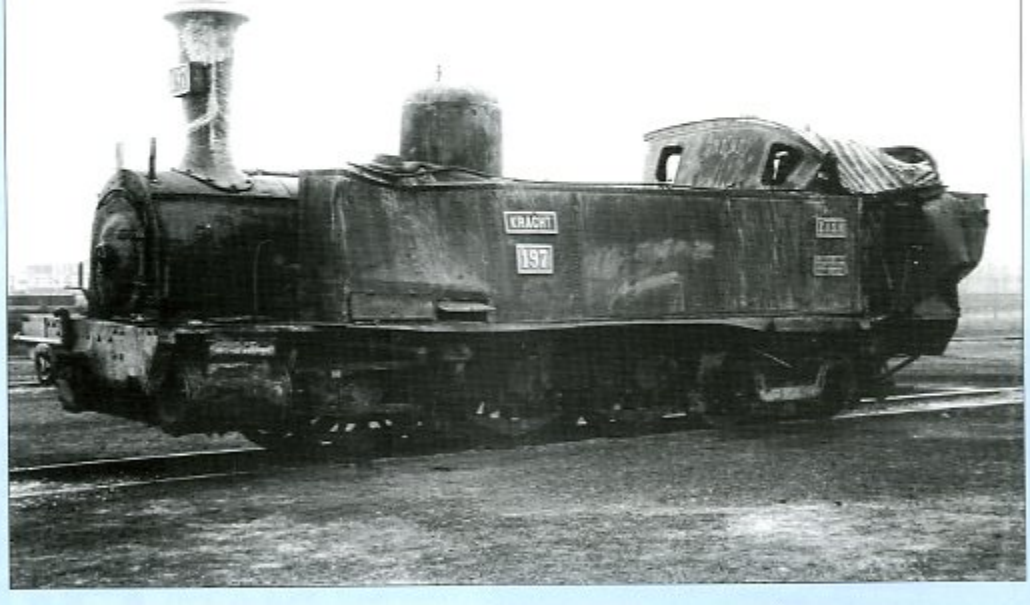
This locomotive was built for the NZASM by Emil Kessler of Esslingen, Germany in 1897, works no. 2855. The wheel arrangement, 0-6-4T, was one of the most unsuccessful of all time as it resulted in a locomotive which was front heavy and rough riding. Built for use on the Pretoria to Delagoa Bay route, these locomotives were generally run in reverse, that is with bogie leading. They were known as the 48 tonner class because of their weight.

There is some confusion over numbers and names of NZASM locos but as far as can be ascertained no. 197, which was taken over by the CSAR after the cessation of hostilities, was allocated SAR no. 41. It was sold to Simmer Deep Gold Mine, and then on to the Victoria Falls & Transvaal Power Co (forerunner of Escom), as ZASM no. 4. From there it went to Geduld Pty Mines Ltd as their number two before moving again to Sappi, Ngodwana paper mill. It then returned to SAR hands and was returned to working order.

Despite the war damage and many owners, the story has a happy ending as the loco, now known as no. 61 Roos, is on display at the George Railway Museum and is steamed on special occasions, most recently the annual steam festival in September.

Another loco brought back from the brink of disaster is a narrow gauge locomotive built by the Baldwin Locomotive Works, Philadelphia, USA, in 1930.

*Photograph reproduced with the kind permission of The National Army Museum, UK*
*War damage sustained during Anglo-Boer War*

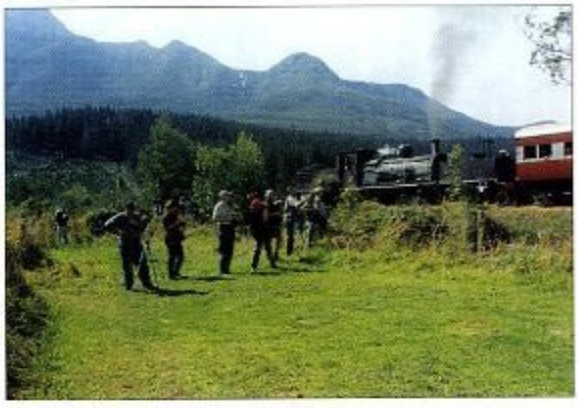




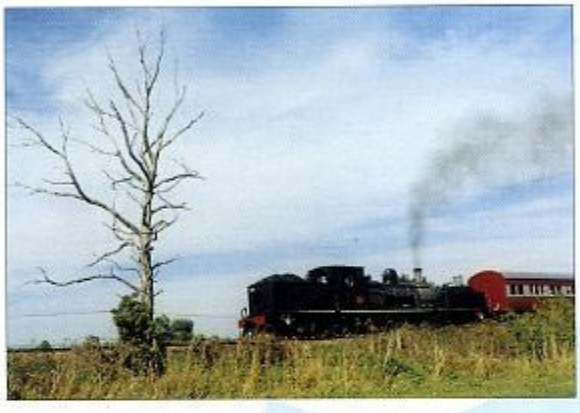

*Roos in action at Millsite depot before transfer to George*




*Baldwin 4-6-0 at Brecon Mountain Railway*



*ABOVE AND BELOW: GB Garratt near George*

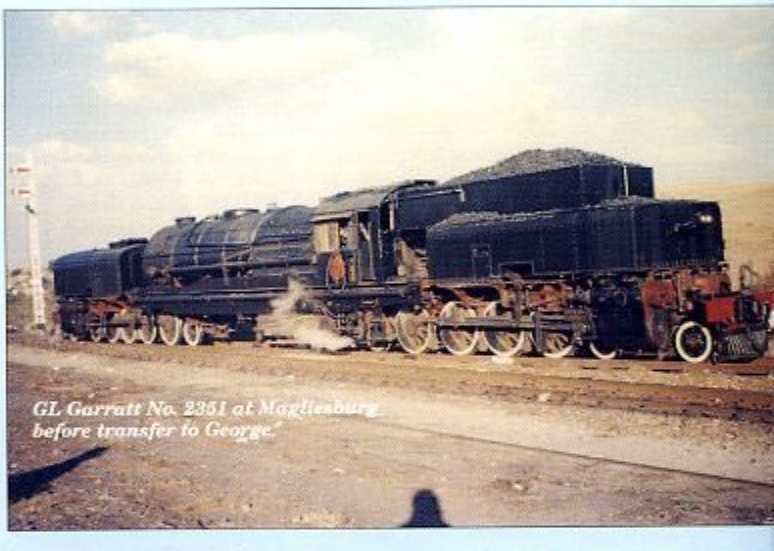




*GB Garratt near Power*



*Locomotive No. 2. Built by Baldwin's, Philadelphia in 1930 for export to South Africa where it worked until 1973. Rebuilt by the Brecon Mountain Railway Company 1990-1997.*



*GL Garratt No. 2351 at Maglesburg before transfer to George.*

This classic American 4-6-0 locomotive worked for many years at the Eastern Province Cement Co. Works near Port Elizabeth. At some time in the 1970s it was left unattended while in steam and ran away – only coming to a halt when it ran through a stop block and off the end of the track.

Although repairable it was never returned to service and was eventually purchased by the Brecon Mountain Railway in Wales. It was completely rebuilt over a number of years and 'Americanised' with the addition of two extra domes, new chimney, can and tender. It has also been converted to oil firing and is used on trains in high season, smaller locos being used off peak. On a recent visit the loco was being lovingly tended in a heated shed/workshop ready to venture out next year.

The Brecon Mountain Railway has other South African connections as currently under restoration is ex SAR NGG 13 no. 77 and the rails are from South Africa as are the coach bogies.

Another interesting veteran loco still in use on special occasions is GB Garratt no. 2166, almost certainly the oldest working Garratt in the world. This is the second 3ft 6in gauge Garratt built for SAR, entering service in 1921 as no. 1650, later renumbered no. 2166. Built by Beyer Peacock in Manchester, England, in 1921, works no. 5942, this diminutive loco weighs in at a mere 71 tons. Now kept at the Railway Museum in George she was turned out for an enthusiast's special train to Power and several photo run pasts were accomplished en route. The success of this loco and her narrow gauge sisters did much to further the cause of Garratt locos in Southern Africa and around the world.

Also in action during the festival was the world's most powerful Garratt on 3ft 6in gauge, the mighty GL Class no. 2351, which weighs in at a massive 211 tons and dwarfs the little GB. When they are seen together the difference in size is very noticeable.

Finally, a loco looking for some TLC. This example is Renishaw no. 2, an 0-4-0T built by the Avonside Engine Co. of Bristol, in 1926, works no. 1986. It is parked outside the estate offices in company with some old sugar cane wagons. Inevitably in the damp Natal climate it is suffering from the effects of corrosion and would surely be better being restored to working order. How about it Crookes Bros, I await your call.

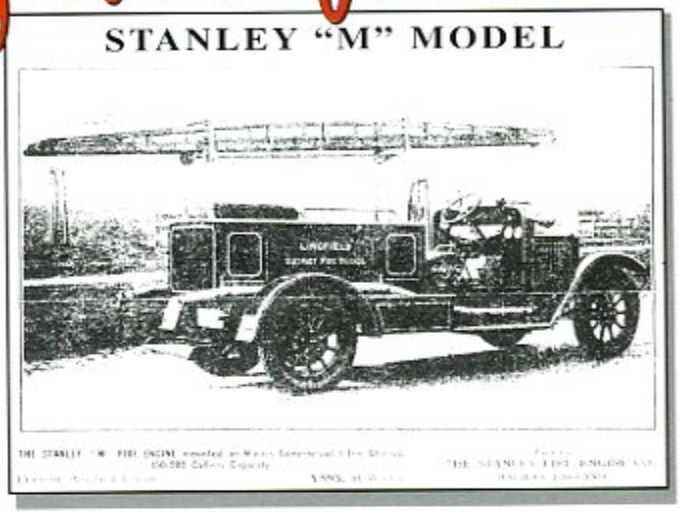


*Renishaw No. 2*

***That's all for this issue, contact Geoff Pethick on (011) 762 2351 for any steam chat, news, and items of interest.***

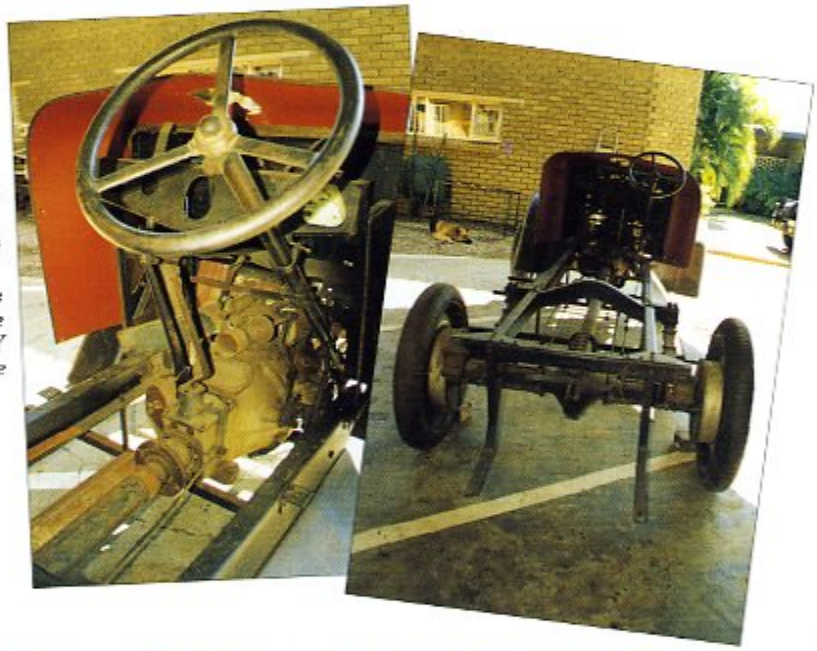
# Elderly Fire Engine Discovered






*Dr. J.G. Quin of Phalaborwa has sent us some photos and information on an old Stanley Model M Fire Engine.*
*This 1923 Model was built for Cape Town Fire Department by Morris Commercial Cars, England. It has solid rear wheels for "South African conditions". The road in those old days must have been really bad. The ox-driven fire engine was often a faster option than the motorised vehicle. This Fire Engine was later sold to Benoni Fire Department (unconfirmed).*
*Dr. Quin would like to see this old vehicle restored to its original condition and returned to Cape Town Fire Museum. If anybody is interested or has ANY INFORMATION regarding this vehicle, they should please contact him direct.*

*Dr. J.G. Quin*
*P.O. Box 198*
*Phalaborwa 1390*
*Tel: 015-781 0861 (w)*
*Tel: 015-781 3080 (h)*
*Cell: 082 8231 832*
*e-mail: peanut@global.co.za*

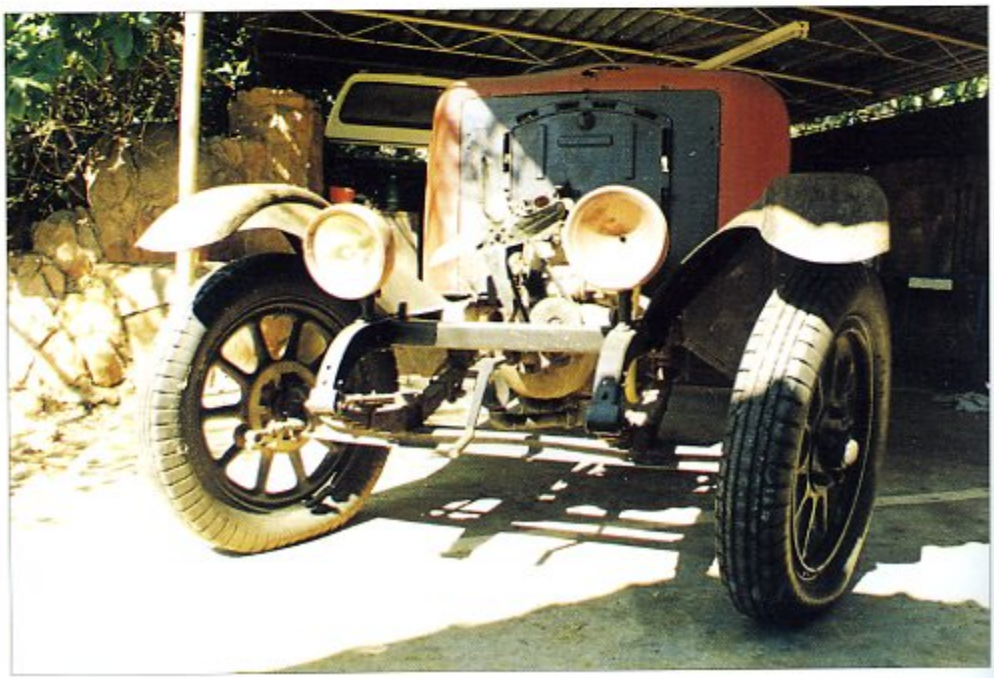




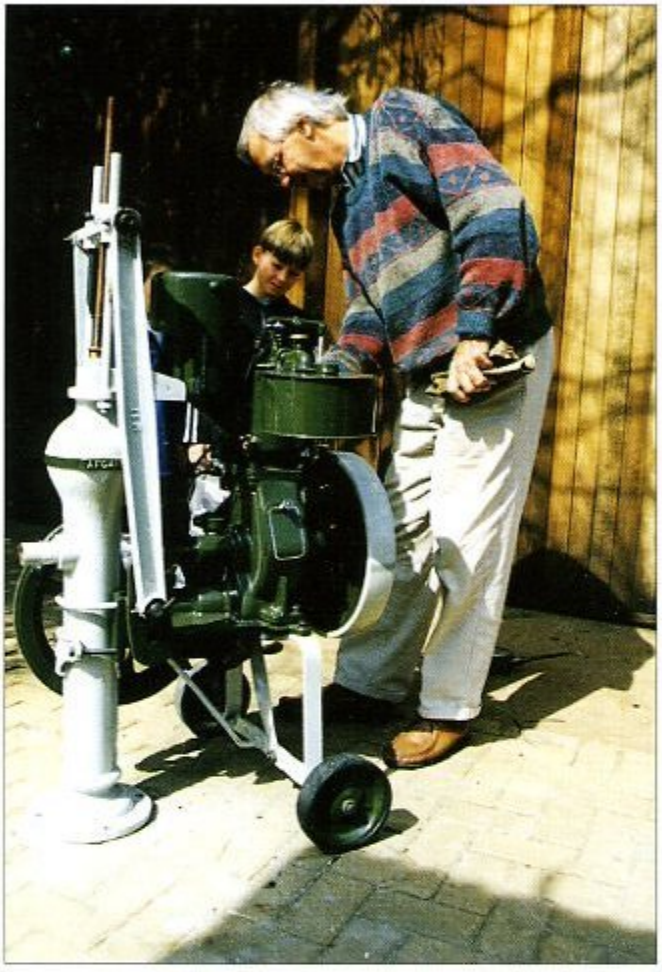
**MORRIS COMMERCIAL CARS**

| | |
|---|---|
| Serial No. | 4 |
| Chassis No. | 16928T |
| Engine No. | 179287 |
| Rear Axle | 8.3 Ton |

Foundry Lane Works
Birmingham



# STATIONARY ENGINE NEWS



In search of stationary engines to restore, a tip off by a friend led to a farm in the North West Province where three engines were found. To my great excitement I was able to negotiate a price for all three. The most interesting engine was a 1928 hopper cooled FULLER & JOHNSON PUMPING JACK. Although it was fairly complete, it was badly worn and some parts were broken or missing.

- ***The cam gear had some broken teeth and needed to be welded up and re machined.***
- ***The main bearings were badly worn – new ones were turned on the lathe.***
- ***All the shafts of the hit and miss mechanism had to be replaced.***
- ***The crank that attaches to the pump section was broken and missing. A new one was made out of mild steel.***
- ***The flywheel retainer was missing – a replacement was turned.***
- ***The crown wheel cover was also missing and a new one had to be made.***

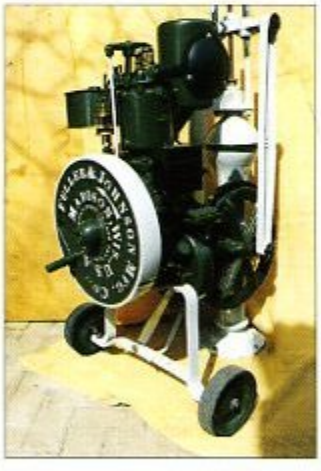
Unfortunately no samples were available to copy the broken or missing parts. Any information on this engine as well as the missing parts would be welcome.

I coupled the engine to an Afgate hand pump.

The Fuller & Johnson s/n 124083 was originally distributed by G. North & Son Ltd.

Hierdie enjin was volledig gerestoureer en vir die eerste keer te sien by Koos Kriel se Enjindag gedurende September 1999.

Inligting kan aan Barend Grobbelaar, Van Riebeeckstraat 91, Potchefstroom 2531 gestuur word of E-pos JC Grobbelaar:dif@iafrica.co.za











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# 'n Besoek aan 'n ou Vrystaatse plaas

## STANDMASJIENNUUS

Oom Koos du Preez is geesdriftig oor standmasjiene, trekkers en werktuie wat eers sy pa en dan homself gehelp het om die familieplaas naby Bethlehem in die oostelike deel van die Vrystaat in Suid-Afrika te handhaaf.

'n Onlangse hartaanval het veroorsaak dat Oom Koos dit baie stadiger moet vat in sy nog steeds bedrywige dae hy versorg sy plaasbedrywighede dag in en dag uit, veral sy geliefkoosde masjinerie wat al vir jare en jare in die familie se besit is en wat bowenal sonder onderskeid in 'n uitstekende werkende toestand is.

Indien jy gedink het dat 'n John Deere trekker saggies vryloop as gevolg van perfekte instelling – dan moet jy Oom Koos se toerusting sien.

Gedurende 'n onlangse besoek aan die plaas, wat in die voorheuwels van die Witteberge geleë is, ontwikkel 'n mens 'n skerp insig van die kennis en ondervinding wat oor die jare versamel is deur boere soos Oom Koos.

Ons neem jou deur 'n kort toer van Oom Koos se enjins, trekkers en werktuie.



*Gereed om 'n geveg te begin volstrek nie maak maar net 'n punt in sy invoelende en entoesiastiese manier.*

*REGS: 'n Medium grootte National enjin, 1918 model, wat die melkery aanloop.*

*ONDER: Oom Koos het 'n diepe begrip met betrekki ng tot standmasjiene. Hierdie plaasoperasies verrig talle waardevolle funksies op die plaas. Oom Koos wys hier hoe om die standmasjien in te stel om egalig te loop. In baie gevalle is hierdie masjiene nie eens vasgeskroef nie – en hulle is so goed gebalanseerd dat dit nie nodig is nie.*










*BO: Nog 'n hardwerkende enjin is hierdie diesel Daimler Industrial, wat al vanaf 1940 in die familie se besit is, was in Engeland vervaardig.*

*LINKS: Nog 'n National wat hard werk in een van die plaasgeboue. Oom Koos het 'n groot liefde vir National enjins. Hierdie is 'n 1923 model.*