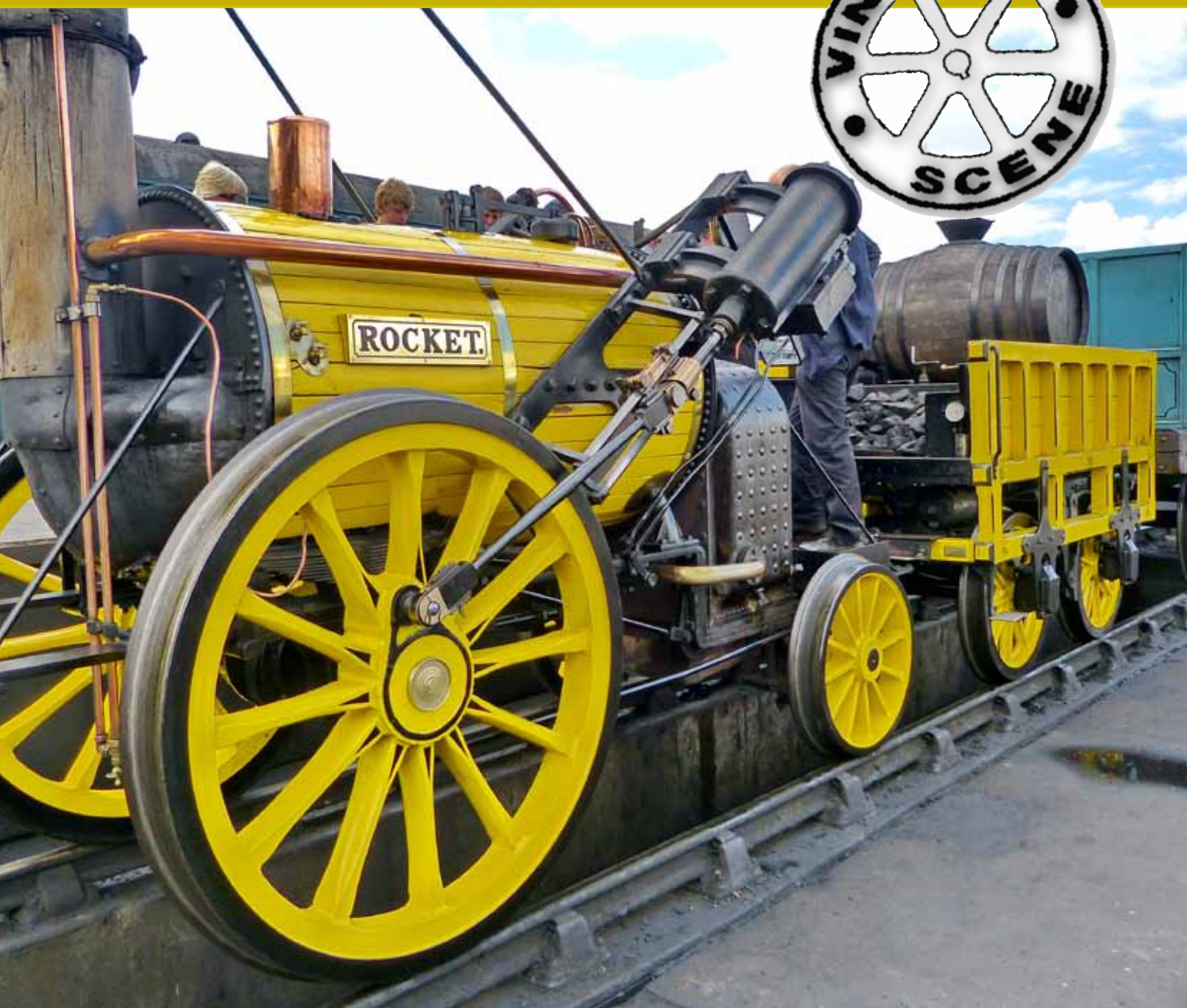




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20 APRIL 2019

Hi everyone

I hope you have all managed to get some time for a bit of rest over the holiday period. I enjoyed a lovely 3 week break from work, and hubby and I spent 10 days travelling in our motorhome around the lower South Island. We didn't have any plans when we left home, and it was really nice to just sit and do nothing most of the time. Lots of book reading was done!!

In this issue we have lots of great reading for you all once again. I would like to thank everyone who has supplied stories for this issue.

Bill Leake's shares his story of how he was introduced to tractors in England, and his beloved halfpenny he once found in a field.

On pages 10 - 11 we have a follow up story from the Thornbury Vintage Club about the relocation of their Garrett Steam Engine. (we first featured the Garrett in our August 2018 issue)

Destination Management is an Australian based company that organise tours to various parts of the world for machinery collectors, enthusiasts and restorers. On pages 14 - 15 you can read about their UK tour they have coming up later in 2019.

Last weekend I spent some time at the Edendale Crank Up. You can read my report and see some photos on page 16.

In our November issue we started a new section, where we profile one of the many vintage machinery clubs, museums etc from around the country. I haven't received anything for this issue unfortunately. Please mention this at your next club meeting, and forward the relevant information onto me.

Wheels at Wanaka is a new event on the vintage machinery calendar down this end of the country, being held over the Easter Weekend. We have had a few adverts for it in our last issue, and this time around we have a story about Ken Harliwich. Ken will be at the event with his 1916 White C Cab truck. Read more about Ken on page 4.

Take care everyone, till next time.
Vicky

COVER PHOTO



Stephenson's Rocket was an early steam locomotive of 0-2-2 wheel arrangement. It was built for, and won, the Rainhill Trials held by the Liverpool and Manchester Railway in 1829 to choose the best design to power the railway. This machine is part of the UK Tour we have a story about on page 14

Club Activities and Highlights

A selection of excerpts taken from Club Newsletters sent to us

Kaipara Vintage Machinery Club (Dargaville) - Crank-Up Day Saturday 16 March, featuring the Steam Punk Players Music and Fashion of the 50's, 60's, and 70's eras. Plus all the other attractions of a Vintage Crank-Up Day. Bush/Camp Kitchen, Little Horses, Homemade Goodies and Refreshments, Static and Running Machinery. For further information contact: Ann - 09 439 4614, Maureen - 09 434 6511, Bill - 09 439 7108 or 021 106 3635

Wheels at Wanaka - 20th and 21st April. This is a new "Vintage & Classic Car, Tractor, Truck, Machine, Motorbike and Earthmoving Extravaganza" to be held at Three Parks, Easter weekend 2019. Rotating every odd-year with Warbirds Over Wanaka International Airshow, we expect up to 15,000 people to attend our first show. With over 50 acres of entertainment Wheels at Wanaka, will be huge and fun for the whole family. If it's got wheels or tracks it will be on display!

The Canterbury Steam Preservation Society - holding another Steam Extravaganza on 13th / 14th April. There will be over 25 traction engines from around the country, with working traction engines giving demonstrations of sheep shearing, oat threshing, stone crushing, saw mill, along with working blacksmith and horses and much more. \$15 per person, under 15 is free. The price includes ride.

Otorohanga Vintage Machinery Club - enjoyed an outing to a local Retirement Home with 12 tractors. The residents were thrilled to see something different, and for many of them had their old memories sparked by the machines that turned up. Apparently the residents were still talking about it the next day.
What a great initiative team. Well done to all those involved - Editor

Wellington Vintage Machinery Club - the men in this club have been working on the building of a new traction engine and machinery storage shed since January 2017. By the end of November they had a new concrete floor laid ready for the next stage of the rebuild.

Rotorua Tractor and Machinery Club - are holding their annual Tractor and Machinery Working Day on Sunday 24th February. At the corner of SH5 and Oturoa Roads, Mamaku.

Remember that if you are attending any of these events or any that might be of interest to our members, I would for you to send me a brief report, and a few photos that we can print in a upcoming issue



With the warm weather we have been having this summer, I can totally understand how this might happen. Not sure what I would think if I actually saw this in person, but can understand (no, I don't like the really hot summer days!!!)



Profile of one of the participants in this year's Wheels at Wanaka:

Ken Harliwich and his 1916 "White C Cab Truck"

Ken Harliwich is a legendary South Island contractor. Harliwich Carrying has been in business for well over 100 years, with Ken at the helm for the past 69 years. He's still going strong and there's no sign of him retiring – he reckons contractors just keep digging until they drop.

Ken purchased the family business when his dad, Nicholas Harliwich passed away in 1956 and with that business came his dad's main work horse – the 1916 White C Cab Truck. This "Made in the USA – White Truck" was one of two purchased new by Nicholas for 1,500 pounds each, and both are still held by the family.

The 1916 White C Cab is a 4-cylinder, 4 speed, 12 mile an hour, 27 horse power petrol engine truck. Everything is original including its tubeless, all rubber tyres. It would have been

one of the biggest general haulage trucks of its time. With a carrying capacity of 5 tons, the Harliwich's hauled fruit from Roxburgh to Beaumont Train Station in summer (a 12 hour round trip), coal and anything else in

winter – including live elephants from a travelling circus.

Ken thinks his greatest success, apart from his business, is marrying off his 5 daughters and 1 son. Ken has 13 grandkids and 5 greatgrand kids. Ken's career highlights include building the Roxburgh hydro dam with his dad and brothers in 1956, and more recently working on the new "Mulan" movie set in Omarama, for Disney Pictures.

One of his biggest challenges would have been building the road to Treble Cone with the Duncan

family (Maungatua Contracting). Contracted in 1972 to complete the road to the current half way mark "Helipad Corner". It was originally envisaged that Treble Cone ski club members would catch a helicopter or walk from halfway to the ski fields. This is where Ken asked the Duncan's to come in and help blast rocks to complete the upper section of the road. The road is still maintained by the Duncan's and Maungatua Contracting.

Ken has entered his 1916 White Truck into the Highlands Parade and will also be showing his 1962 S24 Terex Scraper (cable apron 12v-71 diesel) at Wheels at Wanaka.

More profiles can be found on the Wheels at Wanaka Facebook page

If you are popping along to this event, you might just see a 'Vintage Scene' stand. (this is not confirmed as yet) If we are there, please come and introduce yourself. It will be great to put faces to some of our members names





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Read about the tour in more detail on pages 14 - 15

THE BROOKSDALE SCHOOL CART

I was given this story to print by a local resident. Although not strictly a story about farm machinery, I am sure a few of you will remember getting to school the same way as Bill

Since that is what it was. A spring cart with a canvas cover on wooden bows. If ever, for one reason or another, a small hole appeared it was only a matter of time till sharp little fingers enlarged the aperture sufficiently to allow one to get an 'eyeful' of the outside world. The cover sheltered us from rain and stormy blasts. On a fine day the cover was removed and it was a pleasant four mile drive for to the Tapanui School.

But, oh dear. A snowy winters day with sub zero temperatures saw us huddled together with blue hands in pockets or under our arms.

On a dry morning when the road was frozen hard we older boys disembarked at the foot of the racecourse hill and ran at a steady jog behind the cart all the way to school. By spring time we were fit for a four minute mile.

Before going any further let me explain that the reason we were able to keep up with the pace, was because the horse was not built for speed. There were two horses used during my years at the school. They were both half-draughts. But what horses, especially Tommy, a sad looking law abiding neddy.

He had nothing to be happy about especially in the winter time over that last mile of slightly uphill road also deep in mud. We lightened the load there by climbing down and walking on firm ground beside the road.

(Old George Stuart's swedes were easily pulled and peeled, not so good in the mornings when they were frozen hard. Hard, but sweet chewing in the late afternoon)

You could search all through the stud books without seeing any reference to Tommy's ancestors.

If they even did appear at Ascot it would be in front of a gypsy caravan. But believe me that horse was like high tensile wires. Eight miles in the morning and another eight miles in the afternoon with a few chores in between.

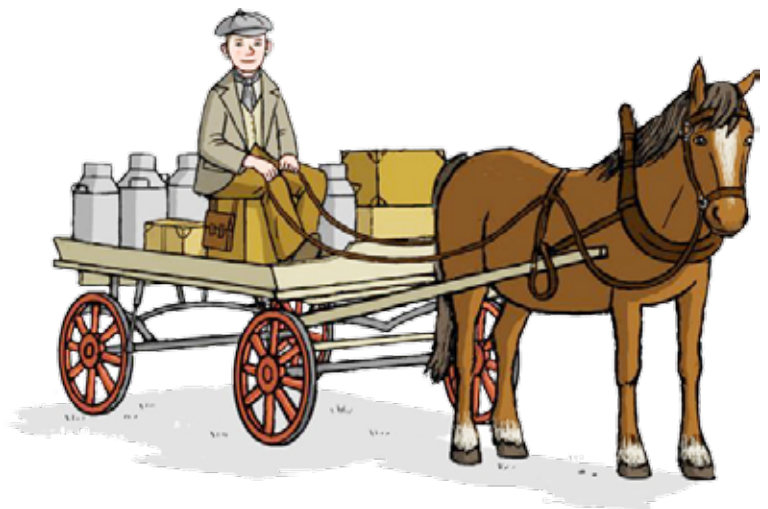
Tommy saw the advent of the motor car and many a time he must have smiled quietly to himself as he passed by a stationary vehicle on the roadside with a pair of filthy trouser legs protruding from underneath.

Eventually Tommy was semi retired. His place was taken by another half draught. This fellow had come off second best in an argument with a barbed wire fence and one ear was at a most peculiar angle. He had a name which was changed, without his consent, to "Raggylug". I think the name came from a childrens storybook. In any case he did his work in a reasonably satisfactory manner. But who can forget dear, rough, faithful old Tommy.

The owner of the cart was Harry Box, a little lightweight good natured man who doubled up as Manager for the Acclimatisation Society. At times he must have felt like jumping into the Flodden Creek and letting the horse take us home. Although generally peaceful, there would be the occasional outburst of unpleasantness and Harry

would stop the cart and separate the culprits. I didn't like saying this but the girls were worse than the boys. He would make the more belligerent types move to the forward seats and sit with the boys. What a disgrace!!

One hot morning, Bertie Andrews and I reckoned that we had time to run over to the creek and have a quick wallow before the cart arrived. The steep banks hid our



nude forms. We did well except that just as the cart appeared, a nice trout was spotted. I think it was a joint effort to throw it out on the bank. Then the fight started. We both claimed it and there we were in full view by this time. Trying to subdue a slippery fish flapping against our bare hides. In the meantime Harry had arrived in his cart and started yelling at us to come aboard. We threw the fish into the tussock to be retrieved later in the day, but its amazing what a hot sun and a bunch of flies can do to a dead fish on a hot day. Nobody seemed to be interested later on, when Harry was on the track of a poacher. He would arrive home by the back road and hand the cart over for someone else. That was the day I would get

a glass of cool milk and a couple of lovely oatmeal biscuits from Mrs Isteed. That gave me enough strength to stagger home on foot. In the mornings, I and my two sisters joined the cart at the first crossroad. Already on board would be Isteeds, Mathesons and Boxes. joined lower down by Gordons and Redditts and at the main road by McAuleys. That completed the pasenger list except that on a very wet day room would be made for a Waite and perhaps a couple of Rodgers. A very full trip.

There was the odd day when I did not feel like going to school, and I would tell my two sisters to keep out of sight behind the native bush while I took a quick geek to see where the cart was. Harry would stand up and try to locate us. Eventually he would drive off and we would return home and report that we had missed the cart. Sometimes our father would yoke up the buggy and drive us to school. A bad deal. Who was interested in school anyway with the creeks full of trout and the Blue Mountains teeming with fallow deer? I rode in the cart from 1907 to 1912 and as I write this there are still a number of old 'carters' around. Even a number of schoolmates. Four of them called to see me just last week.

And now Tapanui School is preparing for a celebration early in 1983. If I am unable to attend I shall most certainly be thinking of you. If Susie should be in attendance please give her my love. Last time I kissed her was behind the bicycle shed. I entice her there with a bag of those disgusting conversation lollies that had love messages stamped on them. "I love you", "You are my sweetheart". Ugh!!

Bill Stuart - 8 February 1982

FORD introduces
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TRACTOR
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Ford brings you the latest, happiest way to make a farmer's life brighter! It is the Fordson Tractor Radio — designed according to the very latest advances in mobile radio—and field-tested to make certain of mellow clarity of tone under any working conditions. Fordson Tractor Radio is intended primarily to match the many other farm-right features of the popular Fordson Major Tractor but works equally well on any other make with a 12 volt electrical system. Its features include automatic volume control that keeps reception at the right driver-audibility . . . special rubber mounting that absorbs vibration . . . and a 6-valve super-heterodyne circuit for complete broadcast-band coverage.

Easy to instal . . . safe quick-release mounting permits instant transfer of set from tractor to truck . . . caravan . . . workshop . . . and homestead. IT'S WEATHERPROOF . . . DUSTPROOF . . . VIBRATIONPROOF!

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56 August, 1955—POWER FARMING IN AUSTRALIA AND NEW ZEALAND

Regular contributor, Dave Hunger sent me through this advert that was originally printed in a Power Farming magazine published in Australia, but circulated in New Zealand

In 1955 Ford introduced a radio to be mounted on the mudguard of their Fordson Major. There were very few cabs in the mid 50's so the radio was exposed to rain, mud, dust and vibration. While in-cab radios are the norm today, it is hard to imagine the Fordson radio being much more than a short lived gimmick in 1955. Has anyone ever seen one in New Zealand?

Bill's first "Fergie Tractor" Experience

by Bill Leake

I was born in 1940 in England while the war was in full swing – so I only saw my Father once, in 1944 briefly – before he returned to Italy to carry on pushing the Germans back to their own country. Meanwhile back on the land in Shropshire the fertile soil was being ploughed as usual by horses – because there was no petrol or diesel to be had, unless you either had petrol coupons or some sort of business that was deemed essential for the war effort.

Many of the first tractors around were standing idle because of tyre problems - rubber was high on the list of Government needs and they had that all tied up, so no one could get their hands on rubber - full stop! So the horses continued to be used for some time after the war was over, because of rationing.

The first new tractor that the Price family bought was a little grey Ferguson 24 – brand spanking new! Wow ! (Price's were our next door neighbours) I checked it out and it was so shiny, and not a speck of mud to be seen, it smelt new and the rubber tyres had big grippy bits with whiskers sticking out, wow! The only tyres I had seen before 1948 were worn out ones and some down to the canvas!!

Not only did this new Fergie come with a tow bar, it also had a twin furrow plough and a jacking system for the raising of the front and back wheels, and a tool box with one spanner and a grease gun. There may have been more tools, and of course the standard manual, but I never saw that. Anyway, the guy who used to drive it was Henry Cocksall. He was my "hero" and everywhere Henry went, I used to follow. Although we lived in the countryside, our family were not in farming, and Father went off to work in town every morning.

One day Henry said he was off to do some ploughing and would I like to come along? The answer was always yes, and I hopped up behind him standing on the left side so he could look back and see the plough turning over the rich red soil. Henry didn't want me in the way of the clutch so I stood on the left side of the plough behind the tractor seat. All went well until my left foot slipped down towards the back axle, and when Henry got to the end of the row and lifted the plough out of the furrow, my foot got squashed between the left hydraulic arm and the back axle - OUCH!!! Henry dropped the plough down and I slowly got off – hell my foot hurt. Henry asked me if I could walk? I could, and limped off home to see Mum, in tears. Henry carried on ploughing and I slowly made my way back to our house, about a quarter of a mile away. Mum was never one to panic, and soon had my shoe and sock off and bathed

my foot in good old Dettol. My nail was split and the bruising was blue and yellow, and to this day that toe and nail look different to my other little pinkies.

I still remember the date it happened because I was going to have my 10th Birthday party at home in two days time, and I wanted to be running around, but I just limped most of the time. Mum had made me a birthday cake, and some of our friends and family came, so I did have a happy 10th birthday, and my memories of the "Little Grey Fergie"& Henry Cocksall are still vivid in my mind, and that was on the 8th January 1950.

Before I set sail for New Zealand in October 1959, I worked at a farm that was called a "mixed farm". Mainly because the farm was growing sugar beet, wheat, barley, and sometimes oats and beans,



Today, 60 years after arriving in New Zealand, Bill and his wife Margaret live in North Taranaki. Here he is aboard his TEA which is just a few years younger than Bill

and dairy cows and pigs.

Nine out of ten paddocks (or 'fields' as we called them) went under the plough every year – that was the normal for North Shropshire easy country, red sandy soil, where I came from.

Every farm had a lot more in the way of machinery and tractors. First off were the 'little grey Fergies' closely followed by the 35's, and then the bigger tractors were the Fordsons and the Nuffields diesels which had the 5th gear. We loved burning off the opposition on the road with a load of sugarbeet on the way to the sugar beet factory (which is no longer there) - such is progress.

My boss got me set up with the 'Nuffie' with the twin reversible Ransome's plough, to turn over the stubble after the wheat had been combined. After a while I noticed one of the furrows was throwing a bit high, so I got off and went around the back to make some adjustments to the plough. I looked down at the furrows and there on the over turned furrow was a copper coin. Wow !! What a find. I picked it up and cleaned off

the soil, and I could just make out the figure head on one side, and on the other it looked like the Britannia lady. The coin was the size of a halfpenny and was very worn and black. I slipped it into my pocket, and after adjusting the plough, and smiling to myself about my little 'find' I got back on the tractor and carried on ploughing. I never told anyone about the little coin, but put it into a tin that held other 'nic nac's' of mine and promptly forgot all about it.

About a year after the 'halfpenny' find I was packing up my stuff to sail from Glasgow to New Zealand, and was sorting through my worldly possessions. I thought "do I take it or leave it at Mum and Dad's?" I decided to keep it with my stuff that went into a large wooden chest that went ahead as cargo luggage on board the M.V. Captain Cook bound for Wellington, New Zealand.

Over the years I have looked at it and wondered who dropped it in the field so many years ago, and judging by how thin and worn it is, it must have been in everyday use for some time before it fell out of

someone's pocket, into the field where I found it.

Just recently I had a thought – why don't I 'google' it, under British coins etc, and low and behold there was a coin that matched my find of 60 years ago. On the front is George III (the mad German King who was succeeded by his son George IV), and on the reverse side is Britannia sitting on the world with an olive branch in her right hand, and a spear in her left arm. I guess that just about says it all about some of today's grievances, but I digress.

Back to Google – what a wonderful machine full of useful information for everyone.

So now I can date the halfpenny as being minted in either Birmingham (65 miles away) or London (160 miles away) in 1770.

Has it any monetary value? Who knows? But I can tell you; to me it is priceless.

Many thanks Bill for such a great story - Editor



These images of the 1770 half penny are from "Google". Unfortunately the photos I was sent with the story didn't come out clearly enough for printing

THE BIG MOVE

story written by Fraser Pearce, and photos by Ian Smith

Part II of the relocating of a 1911 Garrett Steam Engine from Waianiwa to Thornbury Vintage Tractor Clubs Rural Heritage Centre. (the first part of this story was printed in our August 2018 issue)

The long awaited building permit finally came through. Being a stressful wait, it was a great relief to finally have the go ahead to lay the foundations. Club members got busy with the foundation work.

Our club is very fortunate to have a number of skilled members who made themselves available for laying the gravel pad and digging out the footings. Once the piles were driven, club members got busy lacing together the complex array of reinforcing. With the concrete poured soon after, this produced a solid platform for the new arrival.



Some of the team working on the new concrete pad

While the concrete was left to cure, our attention then turned to preparing the engine and shed for transporting. Years of accumulated paraphernalia was cleared out of the shed. The gauge glasses and pressure gauge were removed and put into storage. All parts were dismantled off the engine to make way for the cranes wire ropes. And finally the large flue was removed.

To prepare the shed for the transporter we had to remove the front doors and the back wall. Extra

side bracing was added in order to strengthen the shed while we moved it. To allow the shed to sit on the truck deck, large "I" beams were welded across each truss. The plan was to slide the shed out over the Garrett engine leaving it in the clear for the crane to hoist it onto the truck the next day.

The first day of the move started bright and early. The transporter arrived and was reversed into position. These house removal trailers are impressive pieces of equipment being extremely efficient and manoeuvrable. It was quite a tight spot. All of our removal preparations paid off and it wasn't long before the shed was extracted from the Waianiwa site. While the shed was parked up for the night, this allowed us the opportunity to paint the rusted shed footings and make a few minor adjustments to some of the iron.



Day two was another early start. The crane duly arrived as well as another transporter. With the crane parked in the neighbour's yard the operator had to extend the cranes reach over the hedge in order to lift the engine. It wasn't long before the Garrett was airborne, coming

to rest on the truck deck ready for its trip down the road. Honestly it took longer to set up the crane than it did to do the job!!

Having spent the last 40 years on the section at Waianiwa the shed and engine were finally extracted. An impressive convoy of a 14 metre shed, an 18 tonne Garrett steam engine, and a 100 tonne crane all headed to Thornbury. By this time we were drawing quite a crowd of spectators.

Once at Thornbury the whole procedure was reversed. The engine was hoisted for one last time and landed neatly on its plinths to the delights of all the Thornbury school children. The shed came next, where it was positioned effortlessly back over top of the engine and fastened securely to its new foundations. Job completed by mid-afternoon.

The whole exercise could have not gone more smoothly. It just goes to show the importance of getting the right people for the job. My appreciation must go to Kirk from Transit Homes, Smiths Cranes, Noel McIntyre Drainage and of course all the hard working



The shed being placed over the engine in its new resting place

members of the Thornbury Vintage Tractor Club.

Work on this project is set to continue this year with the building of the lean-to viewing area. All the Garrett's fixtures and fittings need to be reinstated including the funnel, feed pump, pipe work and gauges. A boiler inspector has had a preliminary examination of the engine and a plan was formed in order to get the Garrett operational. Something we are all looking forward to.

the large crane placing the engine onto the concrete plinths at Thornbury



The group of men involved with moving the engine from Waianawa to its new home at Thornbury



HISTORIC SUSPENSION BRIDGE LIVES ON

story and photos from Dave Hunger

Nestled in a hidden valley just 5 minutes off SH3 in North Taranaki, is one of New Zealand's few remaining suspension bridges. With a Category 2 classification under the Historic Places Act it is recognised as a prime example of an 'original' 19th century swing bridge.

But its past has been chequered. It was almost demolished just before its 100th birthday, and its future will always be dependent on funding – and the weather.

Built in 1897 to link two small rural communities, it replaced a ford that had claimed lives in the past. The builder was a Mr Levi Sarten who was described at the time as "a good craftsman with a fine set of tools".

were held 20ft above the deck of the bridge by four towers constructed of Australian hardwood.

Mr Sarten was paid 695 pounds for his bridge and it was opened on a miserably bleak day, by politicians and locals, together celebrating a monumental achievement.

Mr Sarten died in 1903, so thankfully wasn't grieved, when in 1905 his bridge was fatally damaged in a mammoth flood. With over 35 feet of clearance above normal water levels, it had seemed inconceivable that flood waters would ever threaten the structure.

Of course it wouldn't happen again, so the bridge was immediately

its predecessor, indeed the large concrete anchor blocks and steel anchor bolts would be reused, as would the hardwood timbers in the support towers and the Jarrah from the decking. The No.9 wires were replaced with wire ropes. Local farmers made use of the surplus wire for fencing. New ironbark piles were driven on the left side - a metre or two closer to the bank. These piles were shod with 30lb wrought iron shoes and were driven down until moving less than an inch per impact. At one stage the pile driver was lost into the river and never recovered.

During 1927 the builders used a flying fox with a cage to cross the river. The cage had a bottom and sides but no front or back. School children were ferried across the river on this cage. Part of the tender requirements for the bridge stipulated that all upper surfaces of timber be treated with two good coats of boiling tar mixture. The first to be dry before the second was applied. The tar mixture to consist of two parts coal tar and one part Stockholm tar and was to be boiled for four hours before being applied. The 1927 bridge cost 2139 pounds. It was used by cattle and sheep drovers as well as vehicles. At a later date, a weight limit of 20 people, 20 sheep or 10 cows at a time was imposed. As one who walked a herd of cows over the bridge in the 80's, I can testify to the difficulty of taking cows across a bridge that swung eerily with every step they took - and the hope that they wouldn't panic and do anything silly or fatal!

The river under the bridge is waist deep in summer when swimming, and runs through a massive gorge under the bridge. It is hard to believe that flood waters could

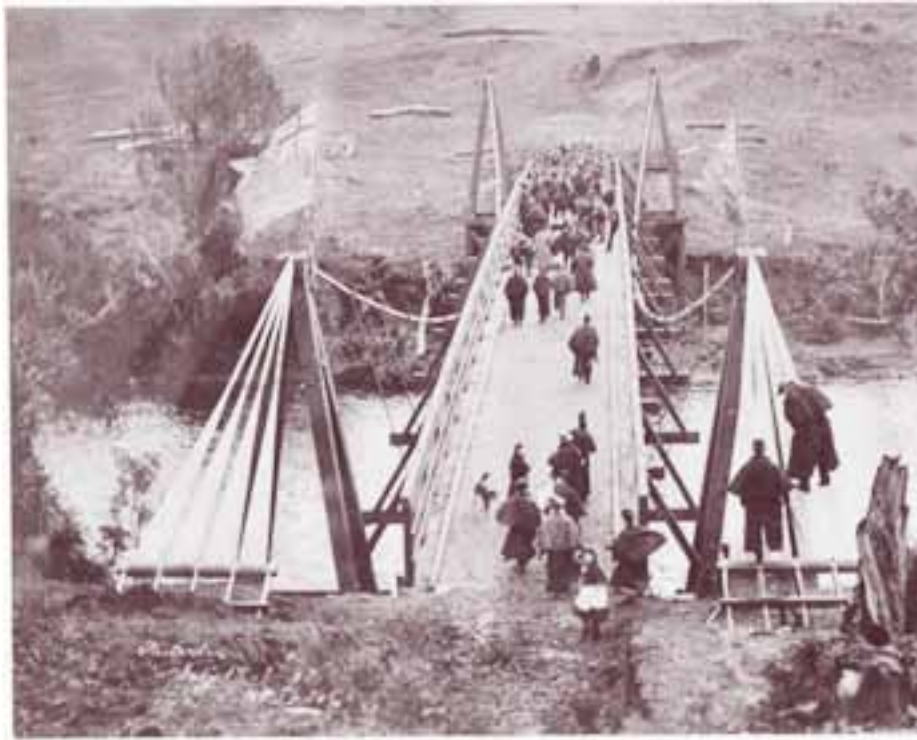


Levi Sarten takes a break during construction of the new swing bridge in 1897

Originally called 'The Tikorangi Bridge,' it spanned the Waitara River with a length of 200ft between the piers. The middle of the bridge was raised in an arc and supported by eight 'cables' of twisted No. 9 fencing wire. 396 lengths of wire made up each of these 8 cables. They had a combined safe working strength of 66 tons. The cables

rebuilt / repaired but without the lattice of timber underneath, which was what had been snagged by floating logs.

In 1927, with most of the bridges materials being 30 years old, a new bridge was designed by the county. This bridge would be named 'The Bertrand Road' swing-bridge. It would look very similar to



Opening day 1897, note the absence of formed roads to the bridge and the wag attempting to climb the wires. Raincoats and jackets were the order of the day

reach the deck. But they have! In 1935, 1965 and 1994 water (and debris) left their mark on the under-structure and in 1971 a floating tree smashed through the rails, on top of the deck! Horrific damage!

With the passing of time the Bertrand Road swing bridge was starting to show its age. Weight limits were progressively lowered. In 1978, piles from an old wharf were driven in the left bank to replace the 1927 piles which were deteriorating. Yet it would be drivers, not floods, that posed the biggest danger to this beautiful masterpiece.

In 1971, with a 9 ton limit, an 18.8 ton truck risked the bridge. He made it across but the bridge was buckled and cracked. Repairs were made and the weight limit dropped to 4 ton. In 1978 a 7.5 ton truck broke a pilecap. Repaired again, the limit was reduced to 2 ton in 1983 but finally in 1985 the bridge was deemed too dangerous and closed. For 12 years the fate of the bridge hung in the balance. Councils didn't have the money needed to

repair the old lady and it seemed likely she would be demolished. However a small group of locals raised \$630,000 and in 2006, after a year-long rebuilding programme, the bridge was reopened with a 4 ton limit. In 2017 a 24 ton truck used the bridge instead of the 18km detour. The hardwood and Jarrah decking suffered badly,



but miraculously, the actual superstructure survived. More repairs!!

Today the bridge is open for cars and bikes. People get married there and swim underneath. There is a pedestrian lane beside the car lane. Tourists walk out to the middle, play Pooh sticks and wonder what a flooding river must look like.

Technically it is called a 'Cradled Suspension Bridge'. This means that the cables form a catenary arch in the horizontal plane as well as the vertical. i.e. the cables curve inwards as well as downward. This adds lateral stability and reduces the tendency to swing from side to side.

That this wonderful bridge has been saved, is only because of the campaigning over many decades of a small band of locals, led by Peter Wilson who farms beside the bridge. His persistent harassing of councils, letter writing and funding applications has been the difference between life and death for the Bertrand Road Swing-bridge. The bridge's future will likely be dependent on a new warrior stepping into Peter's aging shoes.

RESTORERS & COLLECTORS UK MACHINERY TOUR

What would life be like today without the Industrial Revolution in Great Britain?

Few young people now give a second thought about the machinery behind the convenience of life as we know it.

Fortunately there are people throughout the world who appreciate that it is vital to preserve the remains of our past.

Since 1990 Destination Management Toursgallery has been creating tours for restorers and collectors of all that is old and historic.

In August 2019 another UK Tour will take a small group to England, Scotland and Wales, and you are welcome to join it.

Tractors, cars, trucks, stationary engines, aircraft, ships, historic bridges and buildings will all be included in this 22 day event.

So much to see, so little time!

In the UK it is not possible to see 'everything' during one visit.

There are simply not enough days in one tour to fit it all in.

Our New Zealand friend Don Mackereth was on this tour in 2016 and you can refer to his story in a

previous issue of Vintage Scene.

In fact, over the past 29 years a lot of New Zealanders have enjoyed travelling on historic machinery related tours operated by Toursgallery.com

This 2019 three week long event visits a broad spectrum selection of vintage machinery and industry related attractions.

Main highlight is The Great Dorset Steam Fair, without doubt the biggest event of its kind in the world, covering 600 acres.

Here over two days you can mingle with fellow machinery enthusiasts from all over the world, exchange ideas and get up close with machinery you have only ever seen in books.

The Saturday Night Illumination of over 50 Showmen's Engines is a sight you will never forget and at sunset when they all "sound off" in unison, you should have your video camera ready.

During the day vintage cars, trucks, tractors, steam engines, military equipment and stationary engines, all in operating order are proudly on display and going through their paces.

Private collections and clubs

Along the route there are various machinery, tractor clubs and private collections that we plan to visit.

The Ayrshire Vintage Tractor Club has always been happy to welcome our guests and show off their beautifully restored treasures.

Private collectors, whose homes and sheds are not usually open to the public, will also be on our special attractions list.

One chap even has a carpeted floor in his shed to help keep the dust off his showroom condition old tractors.

Geoff Challinor and his mates at the Anson Engine Museum have been firing up all their engines and laying out the Cheshire hospitality for us for over 20 years.

Once again we will be extending our tour route to the west coast of Wales to visit Internal Fire Museum of Power, near Cardigan.

Here we see a working collection of huge internal combustion engines including a 1903 J & E Wood 500hp tandem compound engine.

Even older is an 1879 John Penn twin cylinder oscillating engine used for driving a paddle steamer.

Trains, planes and automobiles

In York, The National Railway Museum has so many trains that some are usually missing from their display and on loan to other countries.

Duchess of Hamilton, Mallard and Stephenson's Rocket are always a hit with visitors as is the Japanese Bullet Train display. Their collection of early days railway signs is bound to bring a smile to anyone.

A working replica of Richard Trevithick's 1802 first steam locomotive will be seen at Blists Hill Victorian Town.

Manchester Museum Of Science & Industry displays such unique items, as some of the first ever produced Ducketts and Burnley tipper toilets.



One of the museums most attractive old buildings was originally the Victorian era Lower Campfield Market building.

However, the former RAF airfield and hangars at Hendon, which we will visit, holds a truly outstanding collection of aircraft from all different countries.



Liberator at RAF Hendon

Car lovers are always impressed to see the original land speed record breaking Donald Campbell 'Bluebird' cars on display in The Lakes District.

Ships, boats and bridges

You will get a chance to see a working canal boat lock when we visit the Kennet and Avon Canal's Crofton Pumping Station.

Here, even in 2019, an 1802 Bolton & Watt Beam Engine can still pump water into the upper canal.

On the restored steam yacht 'Gondola', we will cruise along Lake Coniston, where Donald Campbell lost his life in 1967.

For those who love touching history, exploring the canon decks, living quarters and cargo hold of Admiral Lord Nelson's HMS Victory in Portsmouth is a window into the world of 1765.

We will also visit Brunel's SS Great Britain in Bristol Harbour, the ship that changed shipping forever.

Iseabard Kingdom Brunel was one of the greatest engineers of the 1800s. He built bridges, tunnels, ships and railways that were longer, faster and bigger than anything seen before.

We walk across the Avon Gorge on the Clifton Suspension Bridge, another of Brunel's great engineering design achievements.

Unfortunately, he died 5 years before its completion in 1864.

Within a very short walk from another private machinery collection at Chain Bridge Honey Farm, we can stroll across the 1820 vintage

Union Chain Bridge, that crosses the Tweed River, into Scotland.

Yet another must do attraction for all engineers on this tour is to walk across the Severn River, on the original 30 metre cast iron bridge at Ironbridge.

Film locations, picturesque villages and castles

Cast your mind back to the old blue Ford Anglia in the UK TV series Heartbeat.

Well, in the picturesque village of Goathland on the North Yorkshire Moors you can still see it, along with the village green, garage and shops you saw on TV.

The railway station in this same village was where part of the Harry Potter movie's train scenes were shot.

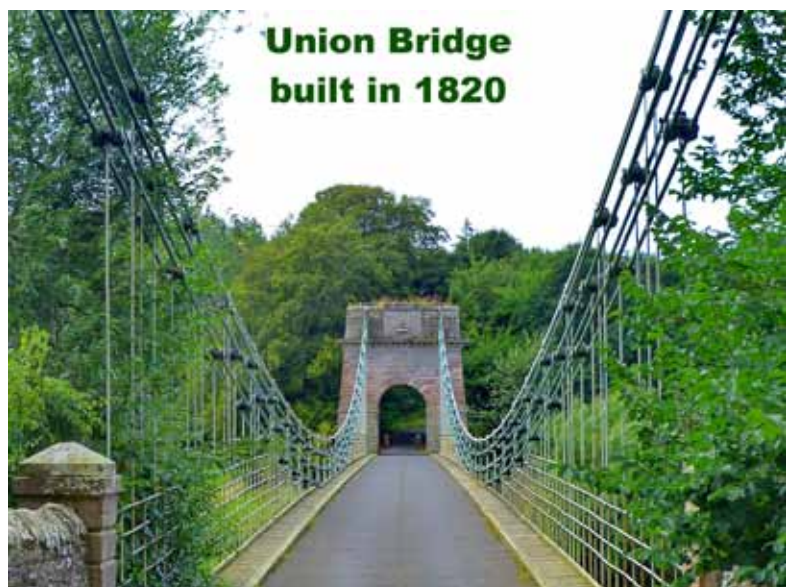
Nearby is the beautiful little port of Whitby, where Captain James Cook set off from on his voyages to the South Pacific. Here we visit his former residence and walk in the footsteps of this history making character.

The desolately beautiful heather covered Yorkshire Moors and Whitby were also the inspiration for Bram Stoker's Dracula.

Visits to both Edinburgh Castle and Sterling Castle will add yet more variety to the must see attractions that we can fit in to this three week journey.

Oh and how can I forget our exploring the historic Hook Norton Brewery and Glenkinchie Distillery, along with a few samples.

Ken Osetroff has been creating and operating small group escorted tours for machinery restorers and collectors since 1990. Based in Brisbane, Australia, Toursgallery Destination Management can be contacted by email travel@toursgallery.com. Website www.toursgallery.com



EDENDALE CRANK UP 2019

story and photos by The Editor

I headed along to my first ever Crank Up day, on a very warm Sunday in late January. I really didn't know what to expect, and as soon as I walked through the main gate there was just so much to see I wasn't sure where to go first. So I simply walked around the perimeter of the area looking at all of the displays and things happening around me, before heading out the back to where the main displays of machinery were.

This year Crank Up celebrated the 80th anniversary of David Brown tractors, but of course there were tractors of all sizes and models on display. There was a great line up of Crawlers near the main arena, and just over from them were the very impressive steam engines. Gosh those are big beasts!!

In one of the marquees in the next paddock was a display of older racing cars, and also the group of Citroen which were another feature of the weekend.

I must admit I probably spent most of my time looking at the various vehicles and displays happening in the main arena.

I was fascinated to watch the vintage shearing display. Apparently the NZ Wool Shearing group recently looked for people who had given more than 40 years service. They found 12!! And Edendale was lucky enough to have 2 of them there for the weekend. Jeff Cringle and Ian Harrison were both part of the shearing demonstration. This included blade shearing, a modern shearing machine and a shearing machine powered by a cyclist pedalling a bike. Andy Smith took just 58.47 seconds to shear a sheep using this method. The shearing commentator talked us through how each machine worked and gave lots of background into the history of shearing in New Zealand.

A number of different model Citroen cars also appeared in the arena. What a very cool car these are. I quite fancy myself driving one of the Citroen 2CV6 models!! My husband tells me these were designed to carry four farmers and 50kgs of goods. Think they might have been very small farmers.

I also enjoyed the vintage military mock display. The vehicles and uniforms were all very authentic, adding to this was the "mock" gunfire happening around the arena.

All in all a great day. I will certainly be back, and this time I will ensure I am not so distracted by the activities of the main arena so that I can give you some more in depth stories about some of the machinery and people participating in Crank Up Day.





*more photos are available for you
to see on the Edendale Vintage
Machinery Club Facebook page*



Tradin' Post

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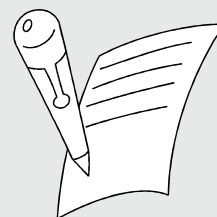
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**** I am still getting a few cheques written out to Vintage Scene, which I have to return for correction ****

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before the deadline published on page 2, size, layout and positioning of all ads is at the editor's discretion.

Maximum ad size one full page. **Advertising deadline See Page 2.**



A new feature in the magazine, is going to be a short profile on as many Clubs featured on our Club register (Page 19) as we can. The profile will follow the same format for each club, so if you would like to send me your Club's information, I will put together a collection of these. A photo of the outside of your clubrooms / museum would also be helpful - Editor

I haven't received a profile from any Club's for this issue. Please talk to your committee and ask for someone to send me the following information, and a clear photo.

Physical Address:

Contact Person:

How long has the Club / Museum been operating?:

What sort of displays do you feature in the museum?:

Do you have any projects you are currently working on?:

For Sale

listings sent in by Dave Hunger

- Allis Chalmers B, very tidy, good runner, S3k Tauranga, TM # 1735893918
- Allis Chalmers B, Fully restored & running well. \$3900 Wairarapa, TM # 1813834241
- Allis Chalmers WF, 1948, runs well, Gore, \$1500, TM # 1862482575
- David Brown Cropmaster 1947, running \$1600 Timaru TM # 1918967810
- David Brown 25?? Goes well, \$1400, West Auckland, Ph 027 598 1266
- Farmall M, needs TLC, \$600, Hunua, Auckd, Ph 021 111 0214
- Farmall M, runs great, wide front axle & hydraulics, \$4150, Motueka, TM # 1918781475
- Farmall B, very nice tractor, \$5k, Northern Hawkes Bay, Ph 06 281 5096
- Ferguson TEA 1949, a good runner, unusual wheels, rears look like Ford/Fergy, \$3.5k Ph 027 270 3031
- Ferguson TEA with Howard dual ratio gearbox, good order, Christchurch, \$2.2k TM # 1920629810
- Ferguson TEA , runs and drives but needs work, Auckland, \$600, Ph 027 477 9707
- Fordson F, fully restored to mint condition, Northland, \$16k, TM # 1911888832
- Fordson E27N, running, oversize rear wheels, Taranaki, \$1750 TM # 1905158741
- Fordson Major diesel, mid 50s, goes well & looks nice, North Taieri, Ph 03 467 5759
- Fordson Major petrol, 100% tread all round, runs well, has crank-handle!, Morrinsville, Ph 07 887 3859
- Fordson Super Dexta, frontend loader & rear backhoe, \$4k Kerikeri, Ph 09 405 1319
- Ford Super Dexta, needs TLC, under body exhurst, Tauranga, \$1800ono, Ph 027 543 0815
- International F20, 1936, good working order, Rowcrop model, Waihi, Waikato, \$2400 Ph 07 863 8081
- Massey Harris Pony, lovely tractor, Helensville, \$3.2k Ph 027 471 9500
- MF 30, French built, Perkins diesel, 1964, almost running, Whangarei, \$3.5k, Ph 027 629 8456
- Massey Ferguson FE35, 1958, 4 cylinder diesel, runs smokey, barn find, \$1000, Taranaki, Ph 027 756 5364
- Massey Ferguson FE35 grey/gold, barn find, petrol, nice straight tractor, \$500, Taranaki, Ph 027 756 5364
- Nuffield diesel, duals, runs great, Kaiapoi, Canterbury, \$3500, Ph 021 489 288
- Nuffield 10/60 diesel, runner, power steering, \$2k, Franklin, TM# 1916021766
- 1921 Case Threshing Mill, looks awesome! Massive! Kerikeri, Ph 021 666 476
- Tractor Reference books, large collection of modern books covering the history of all major brands. Dozens of titles, 1st class condition, phone Pip on 06 928 4240 to enquire after a book. Taranaki



bruce683



The Neil & Shirley Houghton John Deere Collection

21 Maungakawa Rd, Ngarua, Waikato, New Zealand

Saturday 9th March 2019 – 10.00am (NZDST)

This is an outstanding collection of John Deere Tractors, Farm Implements and Stationary motors lovingly restored by the late Neil Houghton. This represents a rare opportunity for collectors of this iconic brand to add quality items to their collection.



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For further enquiries contact Alastair Beer 021 473-270



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