

The Line Shaft

The Official Newsletter of the

NORTH JERSEY ANTIQUE ENGINE & MACHINE CLUB

OCTOBER 2011

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The last meeting of September 9th, 2011 was held at the engine shed at 7 o'clock PM. We had a 50/50 of which Floyd Rebe was the winner. A new event, in the form of an auction, also took place. Jeff auctioned off a can filled with a 'surprise' and the bids went up to \$30. The highest bidders were Dave and Bob; they won the last bag of peanuts from the fair.

Throughout the meeting we discussed the upcoming events such as Denville and Stillwater Day, Old Time Days, and Plow Days. If there are any other events we have not mentioned please let us know all the information pertinent to that event (date, time, and place) so we can inform the rest of the members of the club. We cannot always record everything club members bring up due to the quick pace of the meeting, so if you could reiterate the events and information you bring up during the club meetings to one of the Editors at the end that would be very helpful! Thank you! We would also like to thank Nick Fenstra for donating packs of water bottles to the Engine Club, who enjoyed them throughout the whole summer!

We would also like to extend a big thank you to Cheryl Taylor for donating the beautiful quilt to the Engine Club!

SWAP meet

The idea of a Swap Meet was brought up during the meeting. If you have any new ideas you would like to start please let the club know so we can make it happen!

WELCOME NEW MEMBERS Floyd Rebe & Andy Skellenger

North Jersey Antique Engine & Machine Club
**VINTAGE TRACTOR
PLOW DAY**

Saturday, November 5th, 2011

at Ideal Farms, Lafayette, NJ

Check in time is between 8-9am. Entrance fee \$5 which will cover the cost of food. May need volunteers to ready fields for plow days- Contact Jeff Brooks.

**NOTICE: Fire extinguishers will be required on all machinery.
NO EXTINGUISHER, NO PLOWING!**

Our next meeting will be on Thursday October 13th at 7:00 PM at the Engine Shed

NJ State Fair

This year at the fair we had a lot of members volunteer and help us out! We would like to extend a ‘thank you’ to all those who dedicated their time and efforts to the club during the fair. THANK YOU! The major thing this year was to see who could sell the most peanuts. This was a battle between the crew in the ‘regular peanut selling spot’ which is inside the engine shed, and Bob Triebel, Jeff Brooks, and Tom Tunstead, who brought the peanuts to the ‘Grand Concourse’ or the people outside the engine shed. The latter of the crews sold more peanuts due to the high fair traffic found outside the milking parlor and the engine shed.



THE HISTORY OF THE PEANUT...

Peanuts are one of the most well-known and popular nuts around. Did you know that peanuts are not actually nuts, but legumes?! A legume is a pod, such as that of a pea or bean which splits into two valves with the seeds attached to one edge of the valves.

Before the Civil War, peanuts were known throughout the South as groundnuts, ground peas, pindars, goobers and goober peas. Dealers of other edible nuts suggested that peanuts were lowly food fit only for the poor. However, that could be further from the truth. During the Civil War military campaign in eastern Virginia where the crop was being cultivated, thousands of soldiers from both sides and all parts of the country tasted peanuts for the first time and truly appreciated them. From time to time, they were rations for Confederate troops, which gave rise to the popular folk song of the day known as eating Goober Peas:



"Sitting by roadside, on a summer day, Chatting with my messmates, passing time away, Living in the shadow, underneath the trees, Goodness how delicious, eating goober peas! Peas! Peas! Peas! Peas! Eating goober peas! Goodness how delicious, eating goober peas!"



After Appomattox in 1865, returning soldiers brought back peanuts to places where the nuts had

previously been unknown, thus creating new demand. Within the next five years, peanut production in the United States increased two hundred percent. Around 1870, the famous showman, Phineas T. Barnum, introduced peanuts to New York City through his circus. By the end of the nineteenth century, they were being eaten as a snack throughout the country, sold fresh-roasted by street vendors as well as at baseball games and circuses, as circus wagons rolled into towns from Maine to California. Peanuts were consumed in the cheap seats of theatre balconies, which became known as “peanut galleries.”

Around 1920, farmers in the southern states were forced to find another cash crop to take the place of cotton: the boll weevil, a grayish, long-snouted beetle that infested and destroyed cotton bolls, had ravaged cotton to such an extent in many regions that the crop was no longer profitable. They were found to be an ideal substitute: they grew well on cotton land, cropping systems and oil mills could readily be converted from cotton to peanuts.



George Washington Carver, an American botanist, was a pioneer in peanut research. Born a slave on a Missouri farm, he worked his way through school and college, earning a master's degree in agriculture from Iowa Agriculture College (later named Iowa State), where he became the first black faculty member. In 1896 he accepted an invitation to come to Tuskegee Institute as head of the new Department of Agriculture. For forty-seven years, Carver taught, wrote and worked in his Tuskegee laboratory where he developed over 300 products from peanuts, peanut shells and peanut foliage, ranging from cheese and mayonnaise to shaving cream, soaps, dyes, wallboard and plastics. He was able to serve an entire dinner in which all food was made from peanuts, including soup, meat, vegetables, milk, ice cream and coffee. He taught farmers in the South how to increase their peanut production and grow better peanuts, while he encouraged farmers to plant hardy peanuts instead of cotton. This extraordinary scientist refused to allow any of his discoveries to be patented since he wanted them to be available for the widest possible use.

Today, there are three main types of peanuts grown in the United States: Virginias, Runners (which have red skins), and Spanish (which have tan skins). These varieties usually contain two kernels in each shell. The Virginia kernel, grown mostly in the Virginia-Carolina region, is the largest and, when shelled, is in demand as cocktail nuts and salted peanuts. The medium sized Runners and small Spanish peanuts are utilized in the manufacture of peanut candies, peanut butter and peanut oil. The Southeast grows mainly Runners, while the Southwest produces roughly two-thirds Spanish and one-third Runners. A small amount of another type of peanut called Valencia, in demand for roasting in the shell is produced in New Mexico; it has a long shell which contains three or four small, sweet kernels. The relative popularity of these various types has changed over time and today the Runner dominates, accounting for seventy-two percent of total production. Peanuts have to be dug out of the soil during harvesting and thus contain a high moisture level of twenty-five to thirty-five percent which must be reduced to ten percent to help prevent spoilage.

THE HISTORY OF THE LINE SHAFT...

Ever wonder where the line shaft originated?

The line shaft is a main shaft of considerable length, in a shop or factory, usually bearing a number of pulleys by which machines are driven, commonly by means of countershafts; - called also line, or main line.

A line shaft is a power transmission system used extensively during the Industrial Revolution. Prior to the widespread use of electric motors small enough to be connected directly to each piece of machinery, line shafting was used to distribute power from a large central power source to machinery throughout an industrial complex. The central power source could be a water wheel or turbine, animal power, a stationary steam engine, a steam traction engine, a portable engine, or, in later years, a single large electric motor. Power was distributed from the shaft to the machinery by a system of belts, and pulleys.



Early versions of line shafts date back into the 18th century, but truly came of age in the early 19th century industrialization and manufacturing. Line shafts were widely used in manufacturing, woodworking shops, machine shops, saw mills and grist mills.

Flat belt drive systems became popular in the UK from the 1870s, with the firms of J E Wood and W & J Galloway & Sons prominent in their introduction. Both of these firms manufactured stationary steam engines and the continuing demand for more power and reliability could be met not merely by improved engine technology, but also by improved methods of transferring power from the engines to the looms and similar machinery which they were intended to service. The use of flat belts was already common in the US but rare in Britain until this time. The advantages included less noise and less wasted energy in the friction losses inherent in the previously common drive shafts and their associated gearing. Also, maintenance was simpler and cheaper, and it was a more convenient method for the arrangement of power drives such that if one part were to fail then it would not cause loss of power to all sections of a factory or mill. These systems were in turn superseded in popularity by rope drive methods.



MEET THE EDITORS

Hello All! We wanted to introduce ourselves as your new Editors-Tiffany Redding and Christina Francisco.

Tiffany is 20 years old and was introduced to the club by her boyfriend Tim Snook. She is currently finishing up her dental assisting program, and enjoys taking care of her horse Vera in her spare time. Christina is 21 years old and was introduced to the club by her best friend Tiffany. Christina is currently in her senior year at Centenary College, majoring in Psychology. She enjoys playing sports in her spare time. We are both looking forward to editing your newsletter and in doing so, we need your help! If there is anything that you would like to put in the newsletter, please do not hesitate to call or email either one of us Tredding55@yahoo.com and Christina-Franciscoc@centenarycollege.edu. We would love to meet with you and hear what types of projects you are working on so we can put them in the newsletter!

Sincerely,

Christina Francisco & Tiffany Redding



LOCAL EVENTS & SHOWS

JACKTOWN MEET SATURDAY, OCTOBER 15TH

We will be there all day long starting at about 8 o'clock. If any member wants to bring any tractors or engines it would be appreciated.

Thanks, Jeff & Christina Francisco

PLOW DAYS SATURDAY, NOVEMBER 5th, 2011

See front page for details



Check it out . . .

Bruce's Minneapolis Moline finally got some dirt on it!
Don't worry Bruce it's only the tires.

MARKETPLACE

WANTED: 14.9 x 24 used tire **CONTACT:** Ken Reuter, 973-670-1646

FOR SALE: International Cub Cadet 102; repainted, just needs wire harness. \$400 **CONTACT:** Paul Curcio, 33 Central School Rd., Wantage NJ 07461, 201-835-5924, PaulF350@yahoo.com

WANTED: Backhoes-Compact Tractors-Mini Excavators-Skid Steer Loaders-Cletrac & Oliver Crawlers-Farm Tractors-Small Dozers... in any condition. "**Top \$ Paid**" **CONTACT:** Robert Norman, 845-858-8242

WANTED: 3-Point hitch conversion for Farmall "H"
CONTACT: Rich Magera, 973-948-6625

FOR SALE: Steam bent ash hardwood walking plow handles;
high quality straight grain. \$30 per pair.
CONTACT: Bruce Mitchell, 973-702-1012

FOR SALE: Premier Designs jewelry or host jewelry trunk show. Donations to NJAE&MC from sales.
CONTACT: AnnMarie Adams, 973-946-1726, AnnMarieBAdams@aol.com

WANTED: Old, odd or unusual spark plugs wanted by collector. Will buy or trade.
CONTACT: Joe Cook, 66 Central School Road, Wantage, NJ 07461 Phone: 973-973-875-9733
E-Mail: joe.ignitor@gmail.com

WANTED: Good hood & good fenders for Ford 8N (I have bent ones)
CONTACT: Jim Dunlap, 973-219-9694

FOR SALE: 2 ea. 154 International Harvester Low Boys; one ran 3 yrs ago when shut down, under tarp, has Woods 59 inch belly mower. 2nd tractor running, needs brake work, has rear mount 3 point hitch with hammer type mower attachment. Both with long personal ownership. For sale or trade for older Cub Low Boy with plow and/or attachments, or 8/9N Ford.

CONTACT: Charles Germershausen at cgermershausen@hotmail.com or call cell 1-973-214-5968.
Tractors located in Florham Park, NJ.

WANTED: Spare parts for 1917 Fairbank/Morse hit & miss engine. Ford Golden Jubilee steering wheel **CONTACT:** Charles Germershausen at cgermershausen@hotmail.com or call cell 1-973-214-5968.

For Sale: 2 Goodyear 16.9 x 24 6 ply Industrial Sure Grip Tractor/Backhoe tires. Approx 40% tread. Good condition, great for spares. (These tires are \$800 each when new) Asking \$125 each or willing to trade for decent 11.2 x 28 tractor tires for Ford 2N. **CONTACT:** John at 973-919-0369

WANTED: Parts for International M Hit or Miss Engine. Piston, sleeve, etc. needed, all parts considered. **CONTACT:** John at 973-919-0369