SPANNER & WRENCH COLLECTOR

HAND TOOL PRESERVATION ASSOCIATION OF AUSTRALIA
Inc. Reg No A0025953J

Spanner Special Interest Group Newsletter

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Welcome to Edition 21, Issued in conjunction with the "Tool Chest" number 117.

If you require a copy of a back issue, contact the editor (see back page). Keep the contributions coming so that we can cover a broad range of topics.
An index of spanners covered so far is available from the Editor.
If you have an email address, and would like a colour copy of this newsletter in .pdf format, contact the editor.

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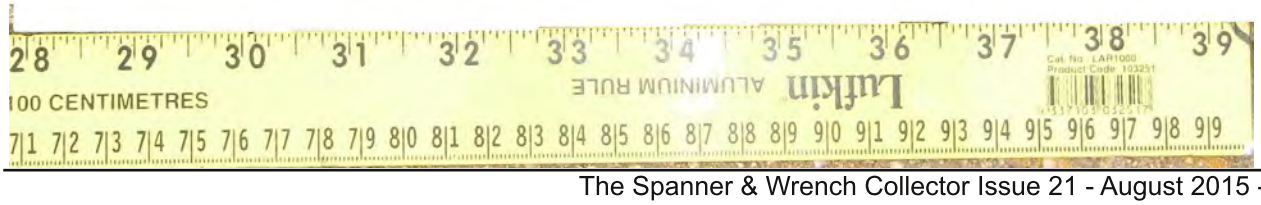
J. H. Bolden Key Wrench



Peter Falla and Joseph Henry Bolden *by G Radion (m)*

History Note
Peter Falla, carpenter, left Guernsey in 1854 for the goldfields of Victoria.
He travelled to Australia on the maiden voyage of a clippership “Evening Star” of 847 tons, built in Jersey and designed for the Australian wool run. The Evening Star left Jersey on 26 August 1854 with 135 passengers including 95 Jersey emigrants and en route it called at Pernambuco (Brazil), arriving at Adelaide on 22 December 1854 and Peter Falla disembarked at Melbourne on 1 January 1855.

Peter Falla went to Amherst (near Maryborough) Victoria and found work as a cartage contractor. He married Margaret Hall in 1867, who had come to Australia with her family from Durham England in 1857.
In 1878 the family moved to Donald where Peter Falla became a successful blacksmith, implement maker and inventor. He developed a skim plough suitable for the shallow Australian soils which was manufactured and used for over 50 years in the Wimmera.
Peter and Margaret Falla had six children and there are still direct descendants of Peter Falla farming in the Donald district. Peter Falla died on 20 June 1908.
http://immigrationplace.com.au/story/peter-falla/ *above history note from Alison Lipshut*

More History
Peter Falla and W.M. Hearn commenced their partnership as blacksmiths and agricultural implement makers in 1878. The partnership dissolved in 1881 and both men established their own businesses.
In the 1890's Falla developed a skim-plough to work the shallow Wimmera soils. It also improved weed control.
In the early 1900's Falla fitted a seed sower and fertilizer box across the front of his plough which he called the Victory plough. In August 1902, Falla was demonstrating the Victory on a local farm. Falla, with son-in-law JH Bolden patented the Victory (Pat No 18552). It enabled a measured quantity of seed and fertiliser to be sown in a similar manner to the modern combine. For many years it was one of the most useful farm implements available.
Falla died in 1908 and J.H. Bolden continued the company. Bolden patented improvements to the seed and fertilizer attachments in 1909. Bolden produced the last skim-plough in 1952.
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References:
1. The 1919 & 1941 S & M directory has J H Bolden and Son listed
2. A publication produced by the Donald Agricultural Museum in 1967, put together by Ron Falla (a descendant of Peter Falla)
3. A Century of Farmyard relics In Australia 1840 – 1940” Vol 4 by Ken Arnold

The Story
We were on the way to a recent short holiday in South Australia, planned to beat the winter lurgies my wife was suffering in our miserable June weather, I dropped in to visit member David Falla on his farm near Donald in western Victoria. David had kindly agreed to our visit, interrupting his (and son Andrew's) busy cropping schedule to show us his collection of tools and implements made by great grandfather Peter Falla and his blacksmth partner J H Bolden.

David has a small shed devoted to preserving the family history on the family cropping farm, and proudly showed us the contents, some of which will be shown in this article.

I first became aware of the Falla name through word of mouth about Australian made tools and implements. Later I purchased an agricultural spanner at one of our tools sales with a deep, but unreadable stamped name on it, which was eventually revealed to be P. FALLA DONALD.

That was some time ago, and just recently it was a surprise to find a David Falla had joined the HTPAA as a member. David had called to arrange some back issues of the S&WC so it provided a perfect intro.

David is the custodian of several agricultural implements and tools bearing the stamps of P Falla and JH Bolden. Pictured immediately below is a fine example of a Bolden key wrench, 39 inches or 1 m long. Not long ago it would have been a contender for the biggest shifter contest, but that has gone to the monster Coes shown in S&WC no 20.

Another snippet of history from David Falla:

Peter Falla Jr was the first Australian wounded in the Boer war and later went to Rhodesia and started a blacksmith shop with McIntosh.

Peter Falla and Joseph Henry Bolden [contd]

More items from the D Falla Collection

Generic Cast Iron Seat stamped P. FALLA

SOE marked P.FALLA / DONALD

Two open ended spanners top one is stamped clearly: P. FALLA DONALD

second one has words, but they are scratched into molten metal by the looks of it

Unusual ROE spanner marked P.FALLA / DONALD

Two podgers marked "JH BOLDEN" and "P. FALLA", with "DONALD" on the back of each

Fernhook marked "P.FALLA DONALD" on the blade (see inset)

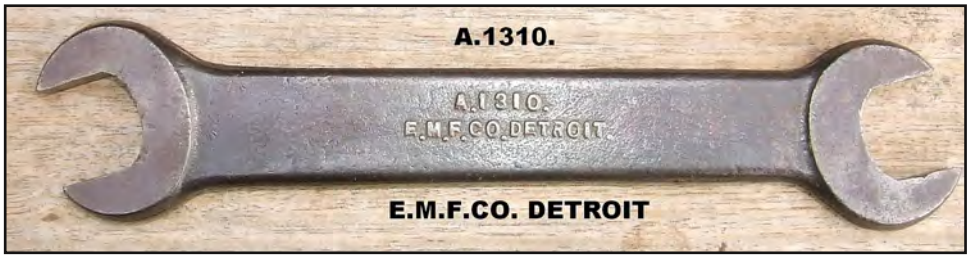
EMF Co Dertoit *by George Radion*

A recent trip to South Australia was an excellent opportunity to visit two swap meets which were held a week apart.
I had never been to an SA swap meet before and had little info about these two; Kadina and Sedan.

Kadina was a modest affair, with few stalls of the junk and bric-a-brac, but lots of entries in the "Show n Shine"

Sedan was a different beast, with a whole sports oval devoted to bric-a-brac, and little in the way of flashy restored motors.

One of the spanners had some writing on it, but was unfamiliar to me - on getting back home to Melbourne it went straight into the orphans box. However, after sorting out my purchases, I revisited the orphans and decided to do some research on one item - marked "E.M.F. Co DETROIT" This spanner had a deep flat mid section not often seen but reminiscent of some vintage Studebaker spanners I have.



The internet was very helpful in this instance and provided the info below.

The birth of the E-M-F Corporation, June 1908

In essence, the new Everitt-Metzger-Flanders Company represented a merger of the Wayne Automobile Company and the Northern Motor Car Company, *in which William Metzger quickly and conveniently acquired a controlling interest. This provided E-M-F three ready-made plants, Wayne's and Northern's in Detroit, and the latter's second plant in Port Huron. To provide a ready-made dealership organization, E-M-F contacted the Studebaker brothers in Indiana.*

Enter the Studebakers

The Studebaker Company was a family owned and operated business that had enjoyed pre-eminence in the wagon-building field since before the civil war, and produced more than 750,000 wagons during its history. It was the only corporation that was successful in making the transition from horse drawn to gasoline powered vehicles.

In July of 1908, Studebaker announced that a cooperative arrangement had been made with EMF to market 500 of its cars.
Studebaker said at the time, "We considered it more advantageous to us to form an alliance with E-M-F, than to establish a separate factory of our own." For E-M-F's part, the alliance brought 4000 dealers to the new company right away.

Studebaker was to take half of the E-M-F production, which was planned for 12,000 units the first year.
By the end of 1908 close to 172 E-M-F's had been produced, but unfortunately they used an inefficient cooling system (a thermo-syphon instead of a water pump), so all 172 units needed to be recalled and fitted with water pumps, which became standard on on all subsequent E-M-F's.

The number of E-M-F cars produced to December 1909 totaled 8132-though the year following this would be raised to 15,300. (Ford Model T production for the same period was a little more than double that.)

The end of the E-M-F Corporation, May 1909

Arguments between the partners and Studebaker resulted in two partners selling out to Studebaker in May 1909, and starting up a new enterprise: Metzger Motor Car Company making a car called “The Everitt”

Meanwhile, Walter Flanders was having an awful time of it at E-M-F, where now he was both president and general manager.... In late 1909, E-M-F opened a branch plant in Canada (Walkerville) and began the manufacture of E-M-F 30 and Flanders 20 Automobiles.
Quarrels and legal action between EMF and Studebaker occupied the companies and the courts, wasting productive time.

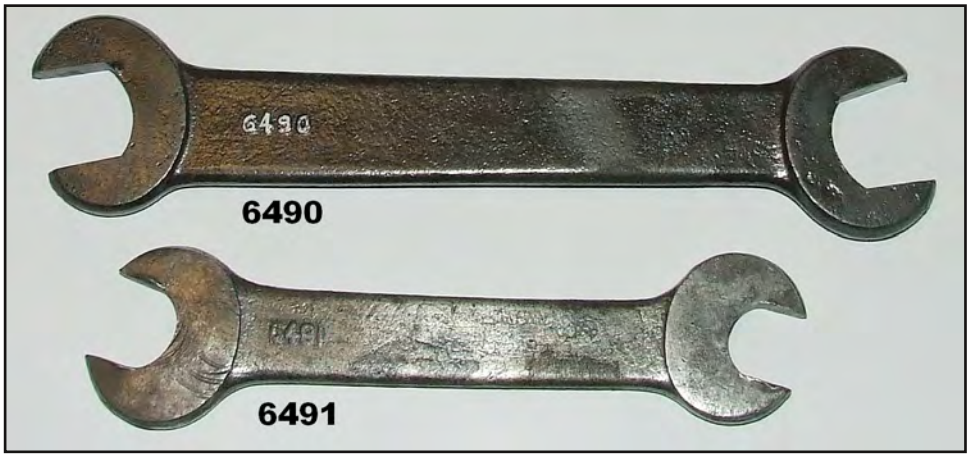
The Studebaker Buyout March 1910

Studebaker bought out 60% of EMF, which together with the shares of the former partners gave them total control of EMF. "
All the above is hugely condensed from the history of the EMF Company. The full history can ve viewed on http://emfauto.org/index.php

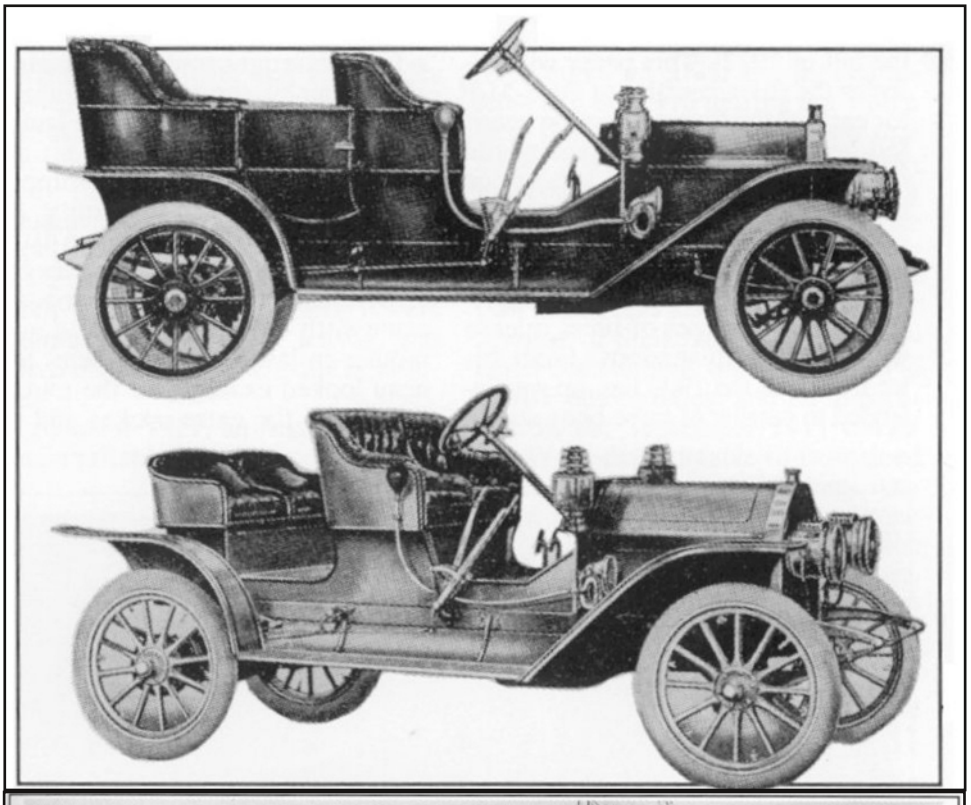
EMF Co Dertoit *[Contd] by George Radion*

From the history preceeding, it works out that my mystery spanner is from a short lived US company from the early 1900's: ***E-M-F Corporation*** - ***Everitt-Metzger-Flanders Company.***

Further, my hunch was right - the spanner is almost identical to much more common Studebaker spanners as shown at right, and there is little doubt in my mind that they were made at the same facility.

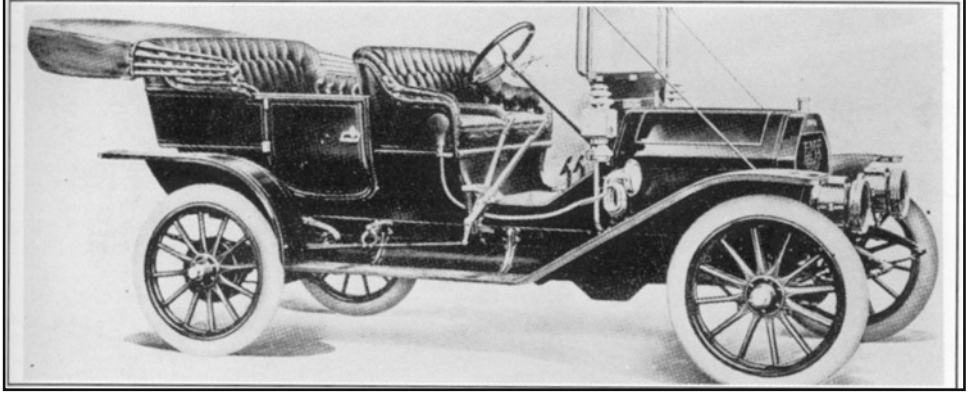


Studebaker tool kit spanners numbered 6490 and 6491



1909 EMF models Touring and Roadster.

Note sweep of rear fenders, and 10-spoke front wheels on the Touring



1910 EMF model Touring.

Note EMF script on radiator, addition of top and windshield, and 12-spoke front wheels.

Trailer Coupling Spanners *by George Radion, (m)*

How many of you readers recognise these strange spanners - sometimes sold on Ebay as oddball bottle openers?

My old car trailer has a star shaped adjusting wheel above the parts which secured the coupling to the ball in use.

The star wheel usually (but not always) had the bolt attached to the curved grip protruding through the wheel.

The most common way to adjust these star wheels to secure the trailer was to bash the points of the star with a hammer or some other handy object. This procedure was usefull to both tighten and loosen the connection.

Some trailer owners have the right spanner or key for proper adjustment. A selection of which are pictured at right, and a star wheel shown below.

An occasional one can be found without the hole between he pins, which suggests that certain couplings don't allow the bolt to protrude vertically. Fig. H shows one with a hex hole which fits over a nut at the top of the coupling.

A common feature with many of them is the crown seal remover at the other end. Presumably this is for those folks who found towing thirsty work!

wrenches shown at right:
A - A.G.R. - not known to author
B - M.A. RYAN
C - KING Trailers
D - M.A. RYAN & Co. (variation on B)
E - G
F - S over L in circle
E - reverse of G showing reinforcement.

M A Ryan of Melbourne made trailer hitches with a star wheel adjusting nut and a spanner to tighten it (see above).

H - Tiltmatic - this one is designed to fit over a hex nut at the top of the coupling

Wagon Wrenches / Spanners *by George Radion, (m)*

The adjustable wagon wheel wrench pictured Fig.1 has "SELBYS MATCHLESS PATENT" on the top and bottom jaws Fig. 2.

Searching the internet failed to identify the maker. Datamp, Google Patents, and the United States Patent Office all drew blanks. Same goes for the UK patent office and IPO Australia. Coes also drew a blank.

The wrench does not publish a patent number to back up it's claim of being patented, so perhaps it was just a bluff to discourage copying (or to conceal copying).

It has a simple adjusting mechanism remeniscent of the common Bemis & Call adjustable wrench, where the top moving jaw is controlled by a wing nut with a collar captive in the top jaw.
The wing nut is advanced along the central thread and enables the appropriate jaws to lock onto a nut sitting deep within the axle housing.

Fig. 1

With this overall primitive design, I expected the jaws to fit square nuts, but not so - they are at 120 deg and fits hex nuts perfectly see Fig 3 & Fig. 5.
Of course the stepped nature of the jaws allow it to be used on a variety of nuts from about 3/4 to about 3 inches AF.

Fig. 2

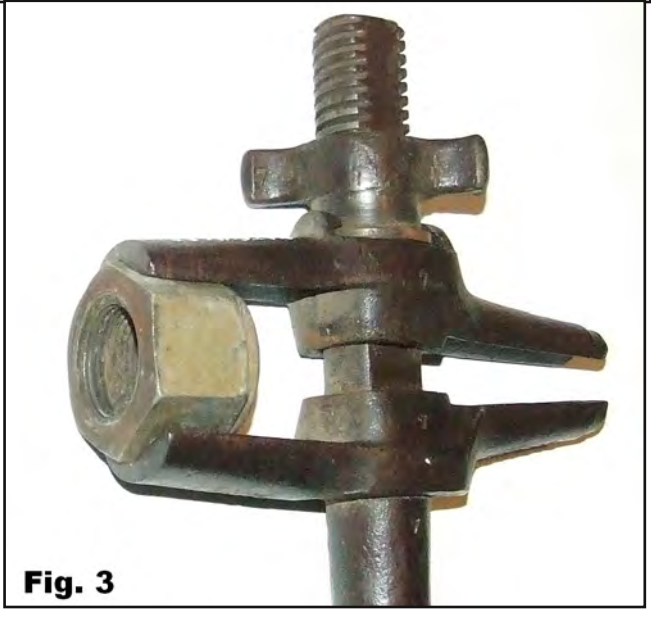


Fig. 3

Pictured at Fig. 4 is another wrench for horse drawn vehicles. The octagonal box end would fit the dust cap and the square open jaw would fit the axle nut.

This wrench is marked "SELBY & Co", which is probably by the same company.
If anyone can shed some light on this company of would like to show some of their treasures, contact the Editor.

Fig. 4

Fig. 5

Mystery Spanners / Orphans *by G Radion (m)*

2A H & B Ltd

This H & B Ltd is a very solid spanner, probably made before alloy steels were used.

No Info on this maker. Info required.

Another mystery - "VI Ltd ^ 1945"
Reverse has number "12/4229"

This spanner has the military broad arrow and wartime date.

Maker is "VI Ltd" - Not sure if this stands for Vickers Ltd.

Any info welcomed.

ATTENTION SPANNER COLLECTORS
Missing one or two out of a set?
Need auto or machinery toolkit replacements?
Want a one-off from an obscure maker?
I have many older, branded and unbranded spanners that I will sell individually. All have been cleaned up and rust treated.
They will be modestly-priced, plus packing and postage. I'm not a dealer. (HTPAA member)
Please email me Peter Wood at: peter.wood@internode.on.net with your requirements.

Wanted to buy or swap - Double ended Crescent shifters, cast iron seats, machinery nameplates, parts lists and spanners for tractors, vintage motor vehicles and vintage motorbikes. Spanners marked "Ferguson, Barger, Gibbins, McKay, Buncle, Grant, Bolden, Wain & Hyland" etc, Also other interesting shifters and spanners & tool company catalogues such as Sidchrome, Britool, Bahco, Hazet, T Williams (UK & USA) etc. Tool kits and Parts Lists for vintage cars, bikes and trucks. Contact G Radion

Spanner & Wrench Collector back issues:
Issues 1-20 now available in a folder with clear pockets and provision for 10 extra issues. $20 plus P & P, or collect at a club event by arrangement. Call the editor.

Feedback from those who find this newsletter useful would be appreciated. ***Continued contributions are required to keep it interesting.*** *Thanks to those who have sent content, your stuff will all be used eventually.*

This Issue Edited by George Radion.
Contact by snail mail: PO Box 4021, McKinnon, Vic 3204
Contact by email: george@htpaa.org.au, phone 03 9557 1178, mob 0406 687 980

Aims of the Spanner & Wrench SIG:
Promote the conservation, identification and collection of spanners & wrenches and to share information with the group to that end.