

Creating Connections with Ford® Drilling Machines



Ford Meter Box offers two drilling machines for creating efficient and easy service line connections (3/4" - 2") to pressurized water mains. Since 1977, Ford has offered the Model 77 drilling machine. The Model 77, our hand-operated machine, employs a wrench and handwheel for simple operation. In 2011, Ford Meter Box began offering the SIMTAP Drilling Machine. The SIMTAP is drill-powered and makes drilling smooth and effortless on ductile iron, PVC, HDPE, and asbestos cement pipe. Both machines are designed for drilling through a pressurized water main pipe via a corporation stop inserted into a service saddle. A large assortment of adapters is available to fit most corporation stops. The Ford® Model 77 and SIMTAP come in convenient carrying cases with all the necessary tools for a standard connection. Ford's drilling machines are low maintenance, light-weight, and reliable. A single operator can drill into a water main in a fraction of the time it takes to direct tap a corporation stop.

With Ford® drilling machines, you can be assured of making many successful connections for years to come. For additional information on the Model 77 or SIMTAP, contact your local Ford® distributor or your customer service representative.



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Swingin' With A Star
Acrylic on canvas by Pat Thompson

JULY 2019

| SUN | MON | TUES | WED | THURS | FRI | SAT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 28 | 29 | 30 | 31 | ● New Moon ☾ First Quarter ○ Full Moon ☾ Last Quarter | JUNE 2019 <table> <tr><td>S</td><td>M</td><td>T</td><td>W</td><td>T</td><td>F</td><td>S</td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td>1</td><td></td></tr> <tr><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td></tr> <tr><td>9</td><td>10</td><td>11</td><td>12</td><td>13</td><td>14</td><td>15</td></tr> <tr><td>16</td><td>17</td><td>18</td><td>19</td><td>20</td><td>21</td><td>22</td></tr> <tr><td>23</td><td>24</td><td>25</td><td>26</td><td>27</td><td>28</td><td>29</td></tr> </table> | S | M | T | W | T | F | S | | | | | | 1 | | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | AUGUST 2019 <table> <tr><td>S</td><td>M</td><td>T</td><td>W</td><td>T</td><td>F</td><td>S</td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td>1</td><td>2</td></tr> <tr><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td></tr> <tr><td>10</td><td>11</td><td>12</td><td>13</td><td>14</td><td>15</td><td>16</td></tr> <tr><td>17</td><td>18</td><td>19</td><td>20</td><td>21</td><td>22</td><td>23</td></tr> <tr><td>24</td><td>25</td><td>26</td><td>27</td><td>28</td><td>29</td><td>30</td></tr> <tr><td>31</td><td></td><td></td><td></td><td></td><td></td><td></td></tr> </table> | S | M | T | W | T | F | S | | | | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | | | | | | |
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Independence Rock: Pioneers Hoped To Be There By July 4



For nearly four decades, beginning in 1830, July was “high season” for travel on the Oregon Trail. A common goal for emigrants was to reach (or to have passed) Independence Rock in what is now Wyoming by July 4. Achieving that goal practically guaranteed that travelers on the trail would reach Oregon’s Willamette River Valley before snow blocked their way.

Some sources credit William Sublette, mountain man, fur trapper and guide, as the one who named the rock. Sublette is said to have christened the landmark on July 4, 1830. Pioneers in a wagon train he was guiding to Oregon camped there on Independence Day and staged an impromptu celebration.

Some 800 miles from the start of the Oregon Trail at Independence, Missouri, the rock stands close to the Sweetwater River. The rock covers an area of about 25 acres. Its highest point is 136 feet above the surrounding land.

Pioneers on the trail found the trip to the top to be an easy climb. On the rock’s top and also around its base, travelers left their names by the hundreds, and many are visible to this day.

Howard Stansbury, who camped there on July 31, 1849, wrote: “It was covered with names of the passing emigrants, some of whom seemed determined, judging from the size of their inscriptions, that they would go down to posterity in all their fair proportions.”

On June 30, 1853, Maria Parsons climbed the rock and noted, “There I saw hundreds of names, not one of which I knew.”

Travelers who happened to be at Independence Rock on July 4 nearly always celebrated the holiday. In 1847, Robert Caufield wrote this in his journal: “On Independence Day [our] party fired a cannon from the top of the rock, and planted a flag there.”

In 1846, Margaret M. Hecox, wrote, “...On the third day of July, we encamped in the shadow of Independence Rock.... The next day being the Fourth of July we concluded to lay by and celebrate the day. The children had no fireworks, but we all joined in singing patriotic songs and shared in a picnic lunch. Some spent considerable time carving their names on the great rock. This seemed to be the rule of all emigrants passing that way.”

Fr. Pierre-Jean DeSmet, June 14, 1840 described the rock this way: “It is the great register of the desert; the names of all the travelers who have passed by are there to be read, written in coarse characters...”

The rock itself is an igneous formation of feldspar and mica. Much of Independence Rock has been somewhat smoothed by wind erosion. Windblown sand and silt have worn the rock, and the remaining relatively smooth surface allowed pioneers to carve their names into the rock.

The great rock was a compelling stop for emigrants on the Oregon Trail, and it is no less a compelling stop for tourists who travel Wyoming Highway 220. Today, a modern rest area is near the rock. There is interpretive signage, and docents are often on duty. The site is a designated National Historic Landmark.

by Pete Jones

Photo credit: Library of Congress Control Number 2017687930

Please send questions or comments to Pete Jones at peteinwabash@comcast.net.