

William Kemmis concerning ambulance pattern

Publication/Creation

1877

Persistent URL

<https://wellcomecollection.org/works/z9z29r3b>

License and attribution

You have permission to make copies of this work under a Creative Commons, Attribution, Non-commercial license.

Non-commercial use includes private study, academic research, teaching, and other activities that are not primarily intended for, or directed towards, commercial advantage or private monetary compensation. See the Legal Code for further information.

Image source should be attributed as specified in the full catalogue record. If no source is given the image should be attributed to Wellcome Collection.



Wellcome Collection
183 Euston Road
London NW1 2BE UK
T +44 (0)20 7611 8722
E library@wellcomecollection.org
<https://wellcomecollection.org>

(2 pp.)

LP. 45/1
Kemmis

Rt. Car: Sept.

11. 7. 77.

My dear Longmore,

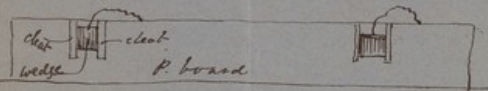
Our sealed pattern Ambulance
has been altered as follows;

All the fittings to facilitate putting
the stretchers into the wagon, i.e.,
the slides, crutches, &c have been
removed.

Rollers have been fitted to the
feet of the stretchers (this instead
of putting them ^(rollers) in a board & placing
the feet ^(of stretchers) on the board) the feet
being kept rigid when down
or permitted to fold up when

required by simply altering the position of the pin in the hinge (without removing it) - then the stretcher on its own rollers is easily pushed into the wagon.

To keep the stretcher steady in the wagon ^(wooden) wedges are added each secured by a lanyard, two slide in cleats on the partition board at one side of the stretcher thus



and two on the inside of the side - the wedges when the stretcher is

in its place jam against the side pole.

To prevent the stretcher moving front or rear cleats are put upon the inside of the head board of the wagon, against which the ends of the poles bear when the stretcher is in its place & the back board for the rear seat up.

The canvas of the stretcher is tanned - up to the present the tanning has not been well done, not of good color, &c, due to its being done after the canvas has been woven; we are however getting canvas is now properly done - i.e. the threads tanned before weaving - and of

dark color.

Straps are fixed on the floor of the wagon for securing the Carbin of the wounded.

Straps are attached to the standards for carrying 2 spare stretchers ^(folded) on each side on the top of the side rail of the wagon.

Straps are attached to the ridge pole of the roof for securing the pillows of the spare stretchers.

All N. P. wagons in store are being altered by us in the above respects as fast as possible, in fact we have nearly finished them now - about 140. - I would recommend your getting your

2P. 45/1
11 July 1877

wagon changed for an altered one - there ought to be no difficulty in the way.

For future manufacture it is also app^d that the Wheels of the Ambulance are to have $2\frac{1}{2}$ " instead of 2" tire & the flanges of the haves (i.e. the parts outside the pipe box) of malleable cast iron instead of wrought iron & the pipe box of phosphor bronze (like field carriages) instead of ordinary metal - so making the wheels identical with those

of the Pharmacy wagon & the
new light spring wagon for the
beams column.

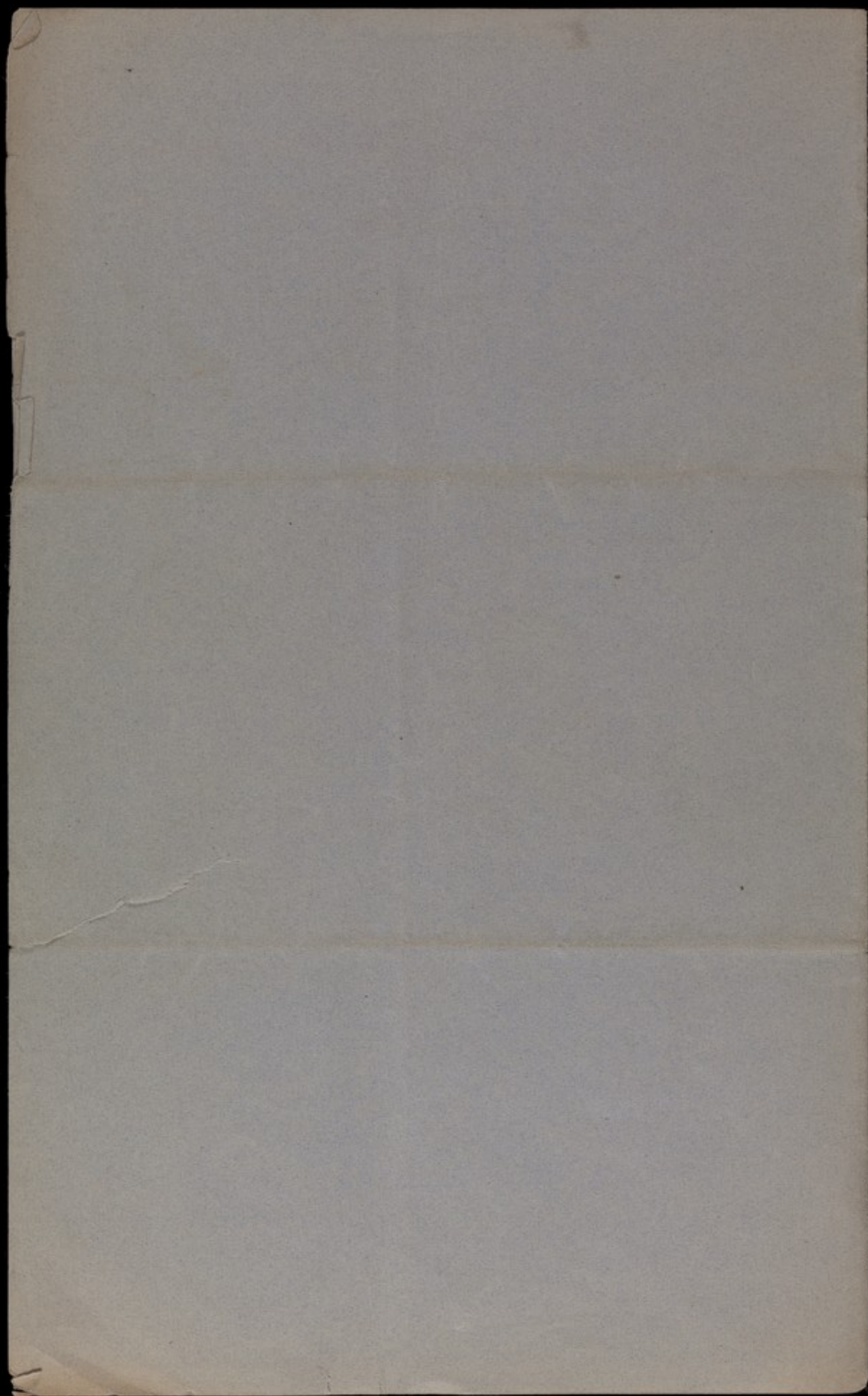
We have just turned out 12
Pharmacy wagons complete and
have in hand 12 more. - We shall
also soon complete 48 7th Hoop^d
Stone wagons (i.e. Bedding - G. S. wagon)

I saw Brackebury the day before
yesterday, he told me to read the
Article about P. J. Atkins wounded
& as good as acknowledged that
he was the author.

I was sorry to see your
name in the Gazette the other
day as retiring upon half pay,
but I suppose you still remain
at Ketley.

Yours very truly
Wm. Kemmis.

My 5 yrs is up & I am to be
turned adrift on 1st Oct.



2P. 45/2

R^d. Par. Depart^t.

13. July 77.

My dear Longmore,

The narrow rollers were placed in the feet of the stretchers instead of in a platform board in the wagon was, because in putting a stretcher into the wagon with a man on it we found it practically a little difficult to get the feet of the stretchers at once fairly in their places on the board - it really necessitated a man

having to get into the wagon
& lift the stretcher on to the
board at the same time adjusting
the latter more or less - with
the rollers on the feet of the stretcher
there is no difficulty. Whatever
once two legs are placed on
the floor, & the stretcher is pushed,
in it goes. Again we found
the single platform board has
a tendency to get across in
the wagon & jam - i.e. in drawing
it the rear to receive the stretcher

further in travelling, it jolted
about under the stretcher, this latter
defect could however have easily
been met.

We are putting rollers on all
the feet of the stretcher, but really
for placing in the wagon two, viz
on the legs which go in first, are
all that are necessary, so that
you may say, each stretcher has
2 spare rollers. I do not think
there will be any liability of the
rollers getting lost out of the feet
at least no more than to the
feet themselves getting knocked
off - the worst will be

dirt getting over them, we have
found that even with this the
weight of a man on the Stretcher
would, in pushing it into the
Wagon, nearly always make them
run & even when they jammed
altogether much extra force was
not required to push the Stretcher
in - as it rested on lines only in
the wagon  as at,

Yours sincerely
W. Keeney.