

PATINAGRAM

POTOMAC ANTIQUE TOOLS AND INDUSTRIES ASSOCIATION, INC.

The arch conservative: if in doubt, don't buy it; if it's new, don't try it

VOLUME 29

MAY 2006

NUMBER 3

MAY MEETING

by LEE RICHMOND

The May meeting has been rescheduled to take place on 7 May rather than on 21 May. Our speaker for this meeting is Wayne Dunlap, owner of Dunlap Wood Products in Chantilly, Virginia. Wayne specializes in figured domestic hardwoods and is recognized internationally for his ability to select logs that will yield high grade furniture timbers. Wayne's business has specialized for many years offering the very finest curly maple gun stock blanks for creating reproduction muzzle loading rifles, and he has developed a world wide reputation for this. However, his store in Chantilly also offers a wide range of high grade domestic woods for cabinetmakers. Wayne actually buys the logs before they are cut. In his talk, he will share with us how he is able to spot the logs with the best figure, and how, as consumers, we can pick the best boards for our projects. This is an exciting opportunity to get an insider's perspective on the lumber business and to learn something about lumber selection.



The meeting will begin with the usual tool sale starting at 10:00am. Please don't commence selling or trading tools before 10:30am (new time) because of McLean's Sunday ordinances. The mini-auction will commence at 11:30, and the presentation of the formal part of the meeting by Wayne Dunlap on how to pick lumber will follow, posthaste.

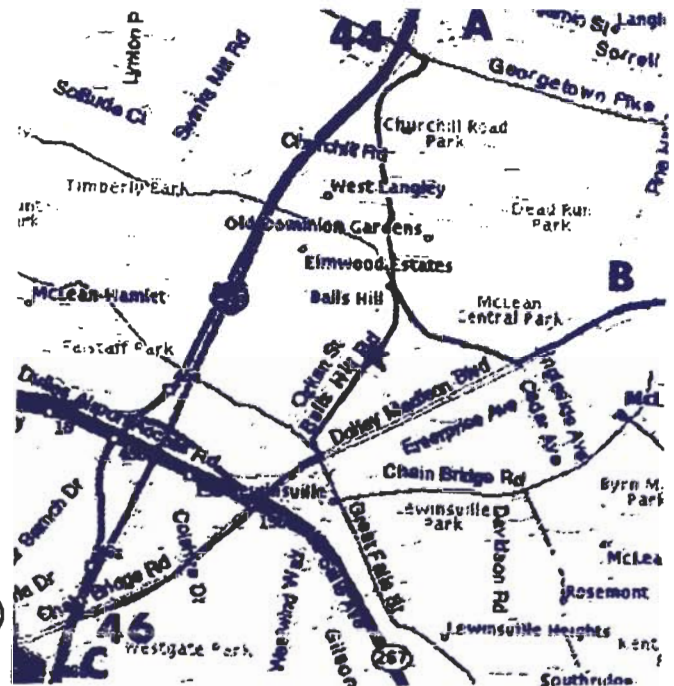
DIRECTIONS/MAP TO THE MEETING HALL

A. The beltway from Maryland. Take Exit 44 (VA 193; Georgetown Pike). Cross over I-495 to the first light (Balls Hill Road). Turn right, go 1.4 miles to the American Legion Post 270, 1355 Balls Hill Road, on your left. There is space for about 30 cars plus a couple of handicap spaces.

B. FROM INSIDE THE BELTWAY, GOING NORTH ON THE GW PARKWAY. Take the McLean Exit (Chain Bridge Road/Dolley Madison Blvd, VA. 123). Proceed on the Dolley Madison Blvd about 4 miles to Old Dominion. Right about 1/2 mile to Balls Hill Road. Turn left and go about 1/2 to 1355 Balls Hill Road which will be on the left.

C. THE BELTWAY FROM SPRINGFIELD, VA. Take Exit 46 (VA. 123, Dolley Madison Blvd). Go about 1.5 miles to Lewinsville Road. Left to next light (about one block), right on Balls Hill Road

Phineas Cook's auger



PHINEAS COOK'S SPIRAL AUGER

by FRANK FLYNN

The following articles were supplied by the author. They were taken from a book he purchased while visiting at the London Sciences Museum.

The spiral auger, a boring tool with an Archimedes screw to lift the debris from the hole being bored, made an astonishingly late appearance in 1770. Phineas Cooke demonstrated it during that year to the learned Society for the Encouragement of Arts, Manufacturers, and Commerce (now the Royal Society of Arts). The Society's registrar, William Bailey, described in somewhat naive wonder its six-inch working part below the six and one-half inch shank. An endless screw, with a double worm or thread a quarter of an inch thick, and flat on their edges; these worms cut two spiral chips which pass through the two concave spiral channels of the auger and are gradually discharged therefrom without drawing out the auger till it has bored a hole full three feet deep, or any other depth required. The point of the auger is a taper screw with a double worm, like a gimlet which pierces the wood much easier and truer than common augers, and requires no picking with a gouge, which in the usual method is an unavoidable operation attended with a great deal of trouble and loss of time. The Society's Committee of Mechanics saw Cooke's auger as an instrument promising to be a tool of great use in shipbuilding, etc.

Continued on pg 6

575	\$5.00
576	\$5.00
577	\$10.00
578	\$10.00
579	\$15.00
580	\$5.00
581	\$5.00
582	\$10.00
583	\$5.00
584	\$5.00
585	\$10.00
586	\$25.00

587	\$10.00
588	\$35.00
589	\$70.00
590	\$10.00
591	\$30.00
592	\$20.00
593	\$35.00
594	\$25.00
595	\$45.00
596	\$15.00
597	\$40.00
598	\$50.00
599	\$30.00
600	\$275.00
601	\$40.00
602	\$1.30M

Wilkinson became a priority customer for steam engines to power his machines, a blast furnace, a primitive power hammer, and a rolling mill. Wilkinson went on to bore cannon for Wellington in the Peninsular War, though he also smuggled matching artillery to the French who were fighting Wellington.

MORE LOCAL OFF-BEAT MUSEUMS the EDITOR

The following material was taken from Uncommon Collections which appeared in the Maryland Magazine issue of Jan/Feb 1997. The full article, written by John Wooldrige, describes a handful of offbeat museums which offer a glimpse of local Maryland history. The Deval Museum was covered in the PATINAGRAM issue of July 2005 (28, 4) This article covers the Fire Museum of Maryland and the Baltimore Streetcar Museum.

If your heart beats faster just driving by a fire station, then the **Fire Museum of Maryland** will be a high-octane boost to your siren-loving soul. Located on Broad Road in Baltimore, this 18,000 square foot museum boasts an incredible collection of fire fighting equipment, with more than 40 rigs to view, including a hand-pulled and hand-operated 1822 rig with wooden-spoked wheels.

Walk through the doors and the history of firefighting fairly rushes at you. Starting with a 1928 American LaFrance fire engine, museum founder Steven Heavers has assembled a premier collection of pumpers, hook-and-ladder trucks, and hose carriages from all over the country. Exhibits chronicle advancing technology from the earliest bucket brigades to the diesel-powered Mack Truck-built engines that pump hundreds of gallons of water a minute.

Sound plays an important part in this exhibit, from the firehouse alarm calling volunteers to action to the noise of a 1957 Seagrave pumper rising and falling to warn traffic ahead to steer clear. There are fire coats, pants, and hats for all to don, and a collection of fire-related toys and books that filled the imaginations of pre-Nintendro generations.

Another off-beat museum is the **Baltimore Streetcar Museum**. First organized in 1964, the Baltimore Streetcar Museum is an interactive facility and more. Seven working cars (another six are being restored - and probably restored by now - Ed.) Are available to roll out of the carhouse at 1901 Falls Road, tapping the overhead electric lines for power to transport visitors back to an earlier Baltimore era. Unlimited streetcar rides - through historic Jones Falls Valley - are included in the price of admission

"This is one of the few transportation museum in the country where the artifacts are in regular use," says museum director John LaCosta. "Our volunteers are dedicated, keeping our rolling stock in great physical shape."

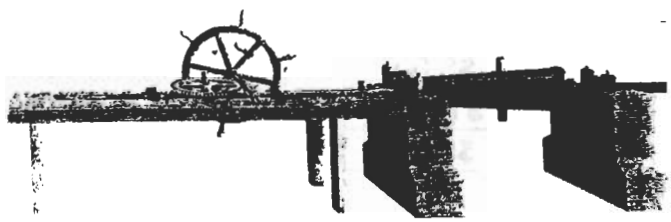
It's unusual for this many working cars to be available in one place. One reason is that the gauge of the tracks in Baltimore was so unusual that it was difficult to sell off old rolling stock, LaCosta says. In 1929, the Baltimore Transit Company decided to start a collection.

There are open cars in the summer, closed cars for

and recommended a bounty of 30 guineas payable on his leaving the instrument with the Society for the use of the public.

WILKINSON'S CANNON-BORING LATHE

Accurate boring in material far more intransigent than ships' bottoms was necessary when James Watt faced the problem of constructing a cylinder for his steam engine that would not leak steam as the piston ran in it. Matthew Bolton had told him in 1769 that he had need of *as great a difference of accuracy as there is between the blacksmith and the mathematical instrument maker*. When Boulton became the partner of Watt, they took the problem to John Wilkinson, the English Midlands ironmaster. Wilkinson had recently, in January 1774, developed a cannon-boring mill in which the solid



casting of the barrel was rotated horizontally while the stationary boring head was advanced by a toothed rack on the boring bar, which was well supported. In 1775, Wilkinson adapted the cannon borer to produce for Boulton and Watt a cast cylinder 50 inches long and 18 inches in diameter, hollow, with the boring bar running through the cylinder and supported at both ends. The accuracy of this essential job, Boulton ecstatically declared, *doth not err the thickness of an old shilling - about 1/1000 of an inch per inch of diameter*. This feat enabled Watt to produce his steam engine in 1775. The first boring was done by the power of a water wheel.

winter months, and cars that convert for both seasons. Baltimore had every kind of trolley, including those pulled by horse teams, those pulled by buried cable systems like the famous San Francisco cars, and those powered by electricity. Don't miss the audio-visual presentation of the *Rails Into Yesterday* for a complete introduction to the role streetcars played in the development of our cities.

Adendum

Many PATINA readers will remember when Washington, too, had an electric trolley system - quiet and non-smelly. Your Editor still has a trolley pass from the Capital Transit Co. for the week of April 8-14, 1951. (Your Editor was 27 years old at the time). With this weekly pass you could travel in any direction, anywhere in the city where there were trolley tracks, for the princely sum of \$1.25. In a reflective mood, your Editor has concluded that anything good in life is either illegal, immoral, fattening - or a trolley car!

* * * * *

"BANG" PLANE

by **CHUCK GRANICK**

The following article was taken from June 23, 2003 issue of The Tool Shed, the newsletter of Crafts of New Jersey.

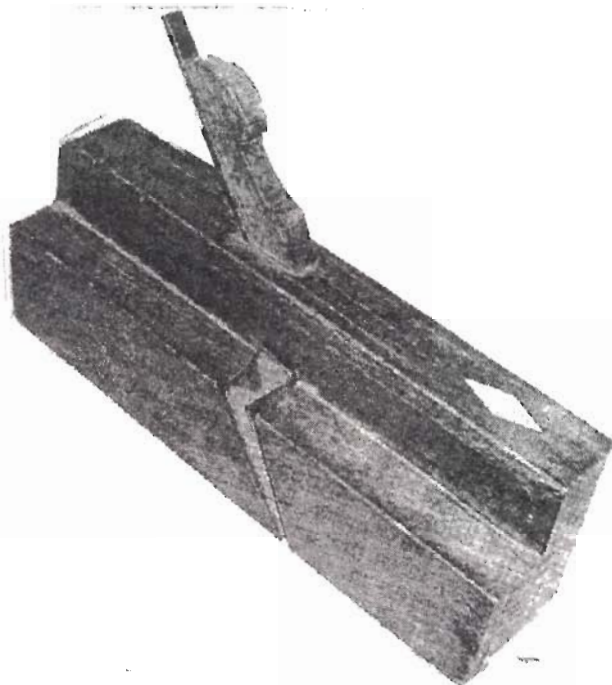
During a Sunday tool hunting excursion through Eastern Pennsylvania, I had the good fortune to run into a dealer who had just purchased a small tool collection. Among the 40 or so molding planes in the collection, one plane stood out immediately. On top of what was otherwise a rather unassuming oval with fillet by H. CHAPIN/ UNION FACTORY was a well executed diamond shaped inlay in ivory. The inlay bore the stamped inscription "W.H. BANG 1837." I purchased the plane at (Joe Hauck's insistence) at a fair price for what I thought was simply an average plane with a little embellishment.

Later that evening, I was researching an unusual ruler for Joe Hauck, utilizing Ken Robert's book *Wooden Planes in 19th Century American*, Volume II which chronicalizes the history of the H. Chapin factory. Upon perusing the chapter on the rule making history of the factory, I serendipitously came across a reference to a William H. Bang. In a contract dated November 11, 1835, Herrman Chapin hired W.H. Bang for a 15-month period to oversee and instruct workmen in rulemaking. In exchange, Bang was to receive \$9.50 per week (\$494.00 per year). Experienced rule makers at the time, were making \$100.00 per year.

In a subsequent contract dated November 15, 1837, Bang apparently became a subcontractor to H. Chapin, as he agreed to manufacture 96 dozen rules in various configurations for \$257.76. The factory was to provide all the wood and joints to Bang. The rules were to be made outside of the Chapin factory and delivered when complete.

As to Bang's ivory inlaid plane, a number of questions come to mind:

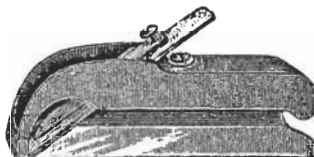
1. Why did Bang, a skilled rule maker, need a common oval molding plane?



2. Why was such a common molder "embellished" with an ivory inlay? As a skilled rule maker, Bang would certainly have ivory scraps available to him, as well as the stamps to stamp the ivory. But why embellish a common beech oval worth \$0.62? It is highly unlikely that it was a presentation piece.

3. Are there any other tools (i.e. planes, levels, squares, gauges, etc.) similarly inlaid with the W.H. Bang name? Perhaps Bang embellished all of his tools similarly

BULL-NOSE RABBIT PLANE



No 75.—4 ins. long, 1-in. Cutter, Adjustable Mouth, ... PRICE, 1/6

STEAK HAMMER AND ICE PICK.

- | | | |
|-----|---|----------|
| No. | | Per Doz. |
| 7. | Iron, Japanned, Polished Handle, 1/2 dozen in a box | \$2 25 |
| 8. | Iron, X Plated, Polished Handle, 1/2 dozen in a box | 3 00 |



IMPROVED STEAK HAMMER AND ICE PICK.

- | | | |
|-----|---|----------|
| No. | | Per Doz. |
| 9. | Malleable Iron, Japanned, Inlaid Handle, 1/2 dozen in a box | \$4 00 |
| 10. | Malleable Iron, X Plated, Inlaid Handle, 1/2 dozen in a box | 4 50 |



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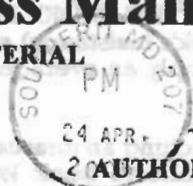
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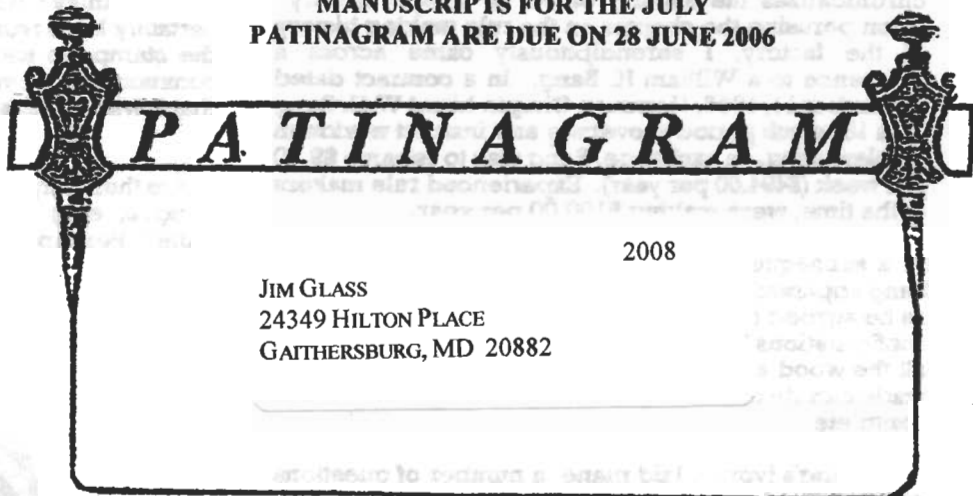
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7 MAY 2006