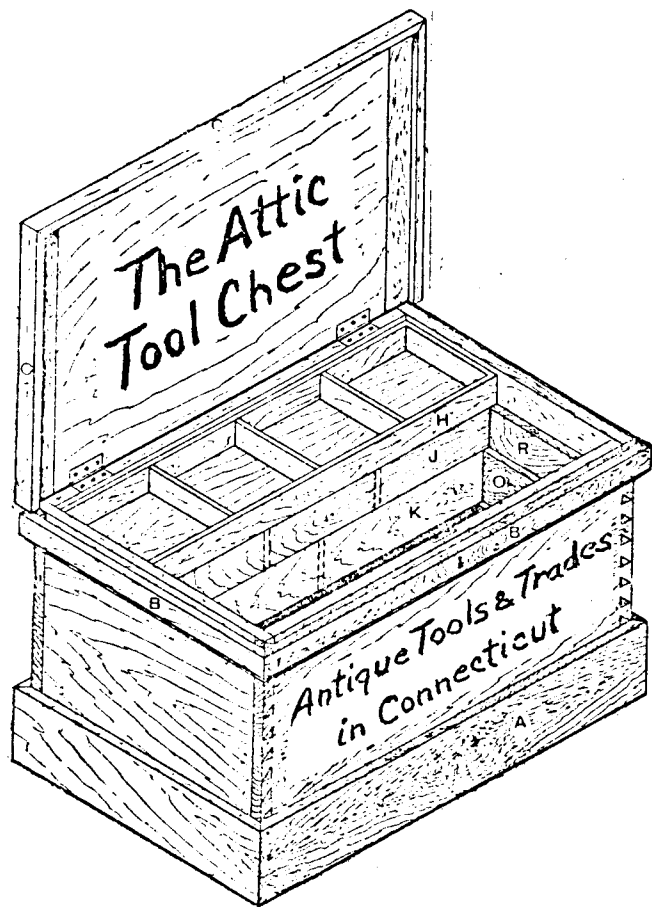


ATTIC DUST



Joint Meeting at Strawberry Banke

The June 5th meeting at Portsmouth N.H. proved to be as enjoyable as expected. If you hurried, there was time to see the various buildings and displays at Strawberry Banke itself and participate in the program of the afternoon. Some of us squeezed in a visit to Win Carter's shop where there were a lot of tools for sale at reasonable prices.

The tool display at Strawberry Banke occupies the first floor of one of the old buildings, and is truly outstanding. Not only are the tools beautifully displayed, but the information provided is interesting and very well presented. Dick Borges and his staff have done a fine job in designing and constructing the exhibit. If those of you who couldn't get to the meeting have the opportunity in the future to visit Strawberry Banke, be sure to see the tool display.

Lee Murray and Bill Ackroyd made the arrangements for the joint meeting for the host Vermont group, Active. We

of ATTIC will be hosts two years hence. Sites for that meeting are being considered. Suggestions will be welcomed.

October 22 Meeting

Our next meeting is scheduled for October 22nd at Kent, Connecticut. This is our first Saturday meeting. (Various factors caused this change from Sunday) The village of Kent is in the northwest corner of the State, on Route 7. The main feature of the meeting is a visit to the Sloane-Stanley Museum. Surely everyone is familiar with one or more of Eric Sloane's books. His book, A Museum of Tools, has brought tools to the notice of many people, particularly now that it is in a paper-back edition. The enclosed brochure gives the location of the museum and mentions the Kent Furnace site nearby.

After a bring-your-own picnic lunch at the Museum, we will meet at the Community House, next to the Congregational Church. There will be a brief business meeting, chiefly for the bi-annual election of officers and directors. Next there will be an indoor flea market among ourselves. The last event will be a visit on your way home to the Bull's Bridge Glass Works, which is about 2 miles south of the Community Center on Rte.7.

Frank Bawden, with help from Mrs. Aubrey Richards, has been making the various arrangements. He has been assured that there will be a man at the Glass Works to show how the various multi-colored glass objects are made. The costs for this meeting will be low enough so that there will be no fees to attendees; just be sure to get your museum tickets at the Community Center upon registering.

Directors Meeting

On July 24 the directors of ATTIC met at the home of Harvey and Phyllis Jeacock in New Canaan. (When you climb the winding stairs to the second floor of their home, you're stopped by the beautiful array of tools displayed on the walls of the stairway.) Among the topics discussed were: future meeting sites, the 29 Sept. meeting of E.A.I.A. at Mystic Seaport, and the status of publication plans.

Treasurers' Report

Frank Bawden reports the following:

Balance on hand in September 1976	\$2199.86
Receipts since then	\$1903.21
Total:	\$4103.07
Disbursements	\$2026.79
Balance on hand in September 1977	\$2076.28

New Members

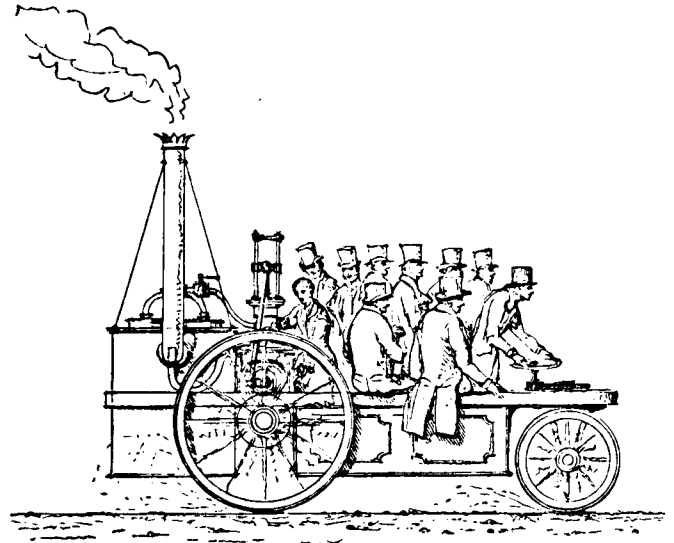
The enclosed up-to-date membership list is the work of Elsie Bawden. Since all our addresses are shown on that list, only names are given below. We now have 116 members, plus two honorary members. We welcome: D.C. Alexander, Ronald Apuzzo, Richard Porter, E. Richard Phelps, Neal Grouell, and Irwin Sitkin.

The furnace at Kent was one of many in the area that were used in converting iron ore to iron metal. Interesting furnaces are still to be seen further north, near Rte 7. at Lime Rock and on Mount Riga at Salisbury. It's appropriate to savor the problems of 150 years ago in using the iron that came from the furnaces. The following material is from the autobiography "James Nasmyth, Engineer". James' father was Alexander Nasmyth, a prominent artist in Edinburgh. The father taught James not only sketching, but the use of the father's lathe that he used as a hobby. James was such a good pupil that, in 1829, his father arranged for him to apply to the great engineer Henry Maudsley to become an apprentice. James brought his models to show to Maudsley. After a 20 minute examination Maudsley invited James to become his personal assistant - no apprenticeship was required.

About the year 1827, when I was nineteen years old, the subject of steam-carriages to run upon common roads occupied considerable attention. Several engineers and mechanical schemers had tried their hands, but as yet no substantial results had come of their attempts to solve the problem. Like others I tried my hand. Having made a small working model of a steam-carriage, I exhibited it before the members of the Scottish Society of Arts. The performance of this active little machine was so gratifying to the Society that they requested me to construct one of such power as to enable four or six persons to be conveyed along the ordinary roads. The members of the Society, in their individual capacity, subscribed £60, which they placed in my hands, as a means of carrying out their project.

I accordingly set to work at once. I had the heavy parts of the engine and carriage done at Anderson's foundry, at Leith. There was in Anderson's employment a most able general mechanic, named Robert Maclaughlan, who had served his time at Carmichael's, of Dundee. Anderson possessed some excellent tools, which enabled me to proceed rapidly with the work. Besides, he was most friendly, and took much delight in being concerned in my enterprise. This "big job" was executed in about four months. The steam-carriage was completed and exhibited before the members of the Society of Arts. Many successful trials were made with it on the Queensferry Road, near Edinburgh. The runs were generally of four or five miles, with a load of eight passengers, sitting on benches about three feet from the ground.

The experiments were continued for nearly three months, to the great satisfaction of the members. I may mention that in my steam-carriage I employed the waste steam to create a blast or draught by discharging it into the short chimney of the boiler at its lowest part, and found it most effective. I was not at that time aware that George Stephenson and others had adopted the same method; but it



THE ROAD STEAM-CARRIAGE. BY JAMES NASMYTH.

was afterward gratifying to me to find that I had been correct as regards the important uses of the steam-blast in the chimney. In fact, it is to this use of the waste steam that we owe the practical success of the locomotive-engine as a tractive power on railways, especially at high speeds.

The Society of Arts did not attach any commercial value to my steam road-carriage. It was merely as a matter of experiment that they had invited me to construct it. When it had proved successful they made me a present of the entire apparatus. As I was anxious to get on with my studies, and to prepare for the work of practical engineering, I proceeded no farther. I broke up the steam-carriage and sold the two small high-pressure engines, provided with a compact and strong boiler, for £67—a sum which more than defrayed all the expenses of the construction and working of the machine.

PROGRAM OF OCTOBER 22, 1977 MEETING OF ATTIC AT KENT, CONN.

10:00 to 11:00 Register at Community Center next to Congregational Church on Rte.7, ½ mile south of Sloane-Stanley Museum.

10:15 to 12:00 Visit Museum

12:00 to 1:00 Picnic lunch at Museum (At Community Center if it rains)

1:00 to 1:30 Business Meeting at Community Center

1:30 to 3:00 Flea Market at Community Center

3:15 on Visit Bull's Bridge Glass Works, 2 miles south of Com. Center

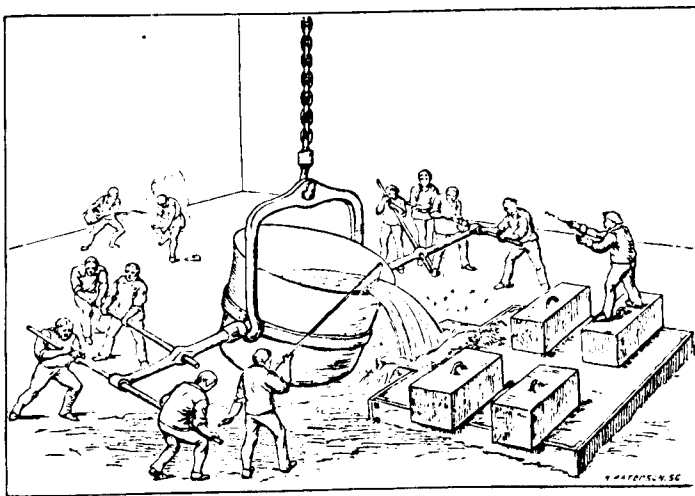
The after-lunch flea market is a new venture for us. Its success will depend on your cooperation in bringing tools to sell (or swap). There will be plenty of tables in the Community Center. We ask that nothing be sold or traded until the business meeting is over. At this time, having digested lunch, we can load the tables with tools and whatever seems appropriate. We have recognized that if everyone thereafter stands behind his table ready to receive some money in exchange for his tools, nobody is left to go around and buy anything. Consequently, you might persuade your wife, friend, or children to man the table while you make the rounds of the tables. Or, you might put your name on a sign beside your priced tools, then people could meet a lot of other people while looking for your name on your jacket. Or, you could leave a cigar box with your tools for people to put their money in when they buy one of your tools.

In trying to anticipate problems, we recognize that pricing tools may be a nuisance to some of us. There are no uniform guides to fair prices of course. What you had to pay for a tool is certainly a factor. The going rate at other flea markets and antique shows is useful if you've been to many. Another guide that's been suggested is to study the prices in tool dealer's lists and consider cutting them anywhere up to a half.

I must here say a few words as to my screw safety ladle. I had observed the great danger occasioned to workmen by the method of emptying the molten iron into the casting moulds. The white-hot fluid was run from the melting furnace into a large ladle with one or two cross handles

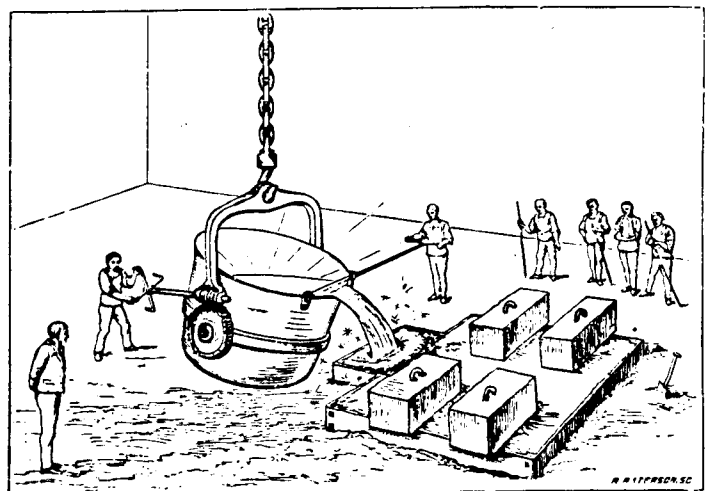
ladle was in the slightest degree upset, there was a splash of hot metal on the floor, which, in the recoil, flew against the men's clothes, set them on fire, or occasioned frightful scalds and burns.

To prevent these accidents I invented my safety foundry ladle. I applied a screw wheel, keyed to the trunnion of the ladle, which was acted on by an endless screw attached to the sling of the ladle, and by this means one man could move the largest ladle on its axis and pour out its molten



OLD FOUNDRY LADLE.

and levers, worked by a dozen or fifteen men. The ladle contained many tons of molten iron, and was transferred by a crane to the moulds. To do this required the greatest caution and steadiness. If a stumble took place, and the



SAFETY FOUNDRY LADLE.

contents with the most perfect ease and safety.