

SIMPLE STOOL

designed by S. H. GLENISTER, F.Coll.H.

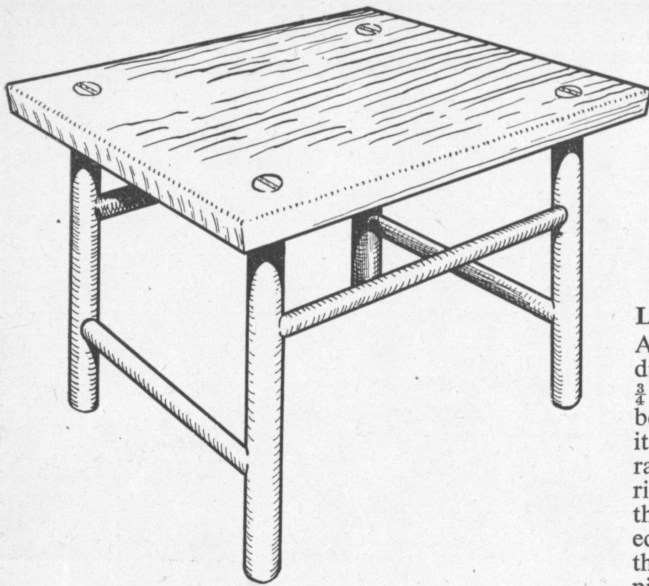


FIG. 1. STOOL GIVING GOOD EXERCISE IN TURNING
The sizes given in Fig. 2 give good proportions, but need not be adhered to closely.

THE STOOL SHOWN in Fig. 1 gives good practice in elementary turning between centres. The stool should be made in a hardwood—ash or elm would serve well, and the top would hold its shape better if chosen from a quarter-sawn board.

Legs

As will be seen from Fig. 2 these are turned parallel to 1 in. diameter, and at the top end of each a dowel is turned to $\frac{3}{8}$ in. diameter by $\frac{7}{8}$ in. long to fit a hole in the top board bored to receive it. As suggested by diagram (A), Fig. 3, it is a good idea to bore the holes in the legs to receive the rails before turning. This enables the holes to be bored at right angles to each other with a greater degree of accuracy than if done after the turning is complete. To prevent the edges of the holes from flaking while turning it is advisable though not essential to plug the holes temporarily with pieces of dowel rod, or with plugs specially turned. The plugs should only be pushed tightly into the holes so that they can be removed easily when the turning is complete. With this method care must be taken to measure accurately from the holes when cutting the dowel shoulders and when parting the legs off to length.

The legs can be finished and polished in the lathe, the only further operation necessary to finish work on them being to make a saw cut in each dowel end to receive a wedge. Note from Fig. 3 the position of the saw cut for the wedge in relation to the rail holes on each leg: it is important that the wedge is driven in so that its wide face is at right angles to the grain of the top board.

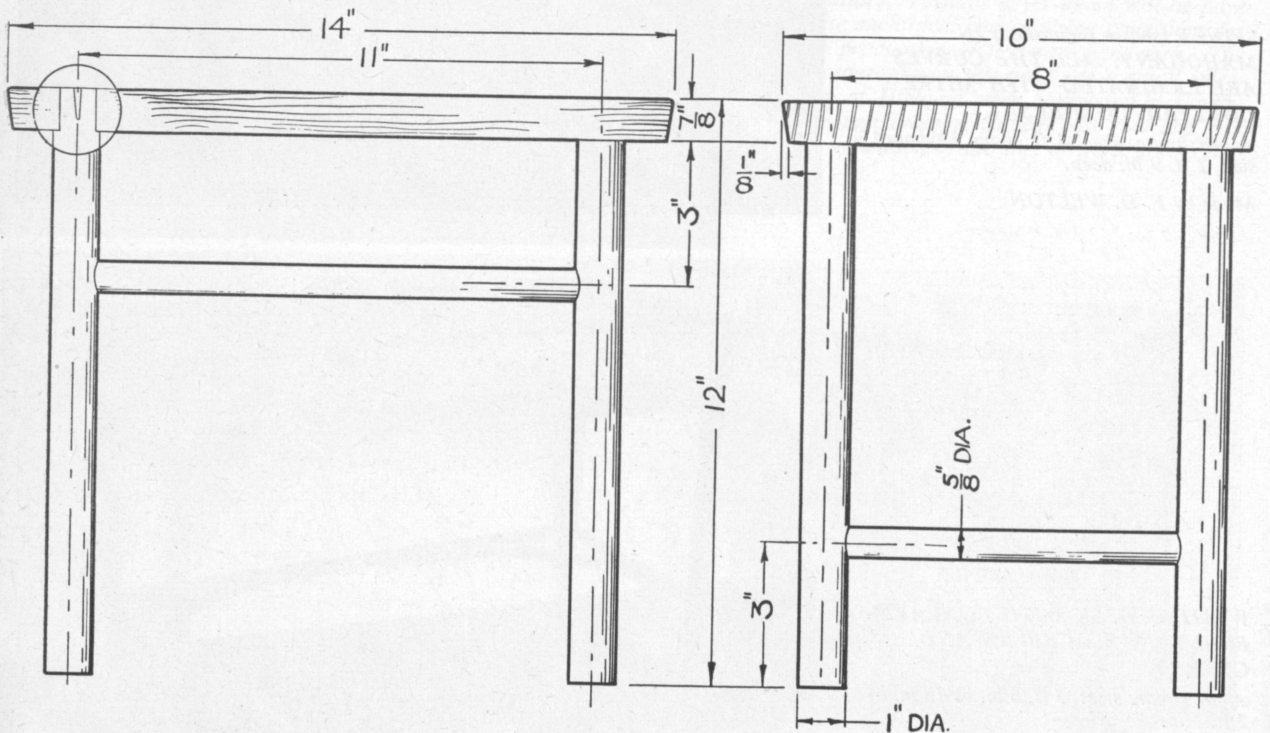


FIG. 2. ELEVATIONS OF STOOL WITH MAIN DIMENSIONS

Rails

These are turned parallel to $\frac{5}{8}$ in. diameter and made long enough to be inserted $\frac{1}{2}$ in. into the holes in the legs. The rails, too, may be polished in the lathe.

Top

For this a $\frac{7}{8}$ in. selected board should be prepared to 14 in. long by 10 in. wide, and four $\frac{3}{4}$ in. diameter holes to receive the dowel ends of the legs bored in the positions indicated by the dimensions given in Fig. 2. The edge of the top should be finished as in Fig. 2, the shape consisting of a $\frac{1}{8}$ in. bevel with a pencil round taken off top corners.

Assembly

Glue the two long rails into the legs and cramp together lightly, using shaped cramping pads on the legs. In order to ensure that the legs are parallel, temporarily insert them in the top while the glue is setting. The side rails and the top may be glued and fitted during the same operation. Glue in and cramp the side rails first, and follow with the leg dowels and place the top in position. Glue the wedges and drive them into the saw cuts made to receive them.

When the glue has set the wedges may be cleaned off and the top finally cleaned up and glasspapered.

(Cutting list on page 34)

OLD HENRY

A CABINET MAKER, carver, and gilder, Old Henry was a master of his craft. Some of his work is still to be seen in our stately homes, where he often spent weeks at a time replacing damaged panelling and wood carving.

He was born in 1845, and started work in a carpenter's shop at the age of ten. In those days little power was used. His first job, which lasted for three years or so, was in the moulding shop where mouldings for picture frames were made. The wood was fixed in vices at bench height and a long and heavy plane was used to make the rebates and to shape the moulding. The plane had a ring fixed into the front, and to this was fastened a length of rope. The carpenter held the plane to the work, and the boy put the end of the rope over one shoulder and pulled the plane along. The boy was paid 2s. 6d. a week, and the carpenter, who was on piece work, saw to it that he did not dally.

This tugging went on for 10 hours a day, six days a week for 52 weeks a year, and the effect on his immature frame was a pronounced leaning forward at the right shoulder throughout his life; this, he said, was noticeable on all men who had been plane-pullers in their youth.

When this century started he was 55, and that at a time when men were too old before they were 40. His speed became slower, his eyes less keen. Plenty of younger men were seeking work, and Old Henry was out of a job.

Weary years followed. Daily rounds of the Old Street, Clerkenwell, and Hackney districts, and to more outlying cabinet-making factories, were met with notices on the doors "No Hands Wanted," and a tired trudge home followed. He did his best to keep his self-respect. He still wore a square-topped bowler hat, which distinguished the craftsman from the labourer. Status symbols were as important then as now. But he and his family were in dire straits and, although a family could have a really satisfying meal on a 2d. cod's head boiled and 4 lb. of mixed vegetables for 2d., they were really hungry most of the time.

As a last resort he accepted an offer to make picture frames at home. The frames were of the Oxford pattern, with halved joints, the two sides, top, and the bottom projecting an inch or so at each corner. These were very fashionable at the time, but it is many years since the

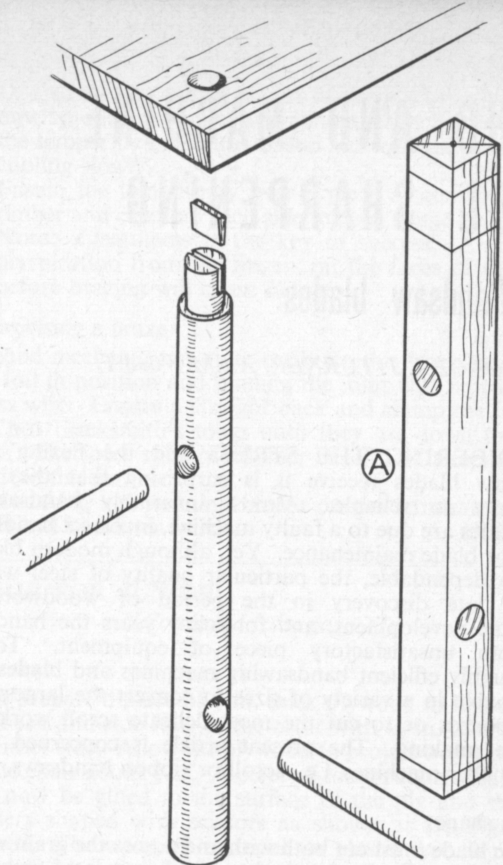


FIG. 3. DETAIL OF JOINTS

writer saw one outside his own home. Henry was then living in a slum terrace house off the Old Kent Road, with two bedrooms. The two boys were put into their parents' bedroom; the daughter, who was in her teens, continued to sleep on the landing; and the boys' bedroom was fitted up with a bench and became the workshop.

The arrangement was that Old Henry was to collect the moulding from Hoxton and deliver the frames when they were made. This gave him much worry. With no money to hire a horse and cart, the only thing to do was to borrow a costermonger's barrow from a neighbour who used it only in the evenings at a local street market. But it was unthinkable that a craftsman such as he should be seen pushing a barrow. He had his pride. But the opportunity could not be missed. The solution was found in his youngest son, Young Henry, then aged 12. After much thought, The Old Dun Cow in the Old Kent Road, about a mile from his home, was decided upon as the spot on the road to London Bridge beyond which he would not be known. So at 7 a.m. Young Henry collected the barrow and went off with it. A little later Old Henry followed and walked along the pavement as a craftsman should. Young Henry stopped at the appointed place, and Old Henry took over the barrow.

At the midday school break (no school meals in those days) Young Henry ran to the Old Dun Cow and took charge of the loaded barrow while Old Henry followed on the pavement. This went on each Monday for six months or so. Many possessions were retrieved from the pawnbroker, arrears of rent were paid, and borrowed sixpences and shillings were repaid. Then the job was finished and dire poverty returned until the children were at work and able to help with the family budget.

That this was the lot of most craftsmen 60 years ago can be vouched for by

YOUNG HENRY.