



SUNFLOWER WOODWORKERS' GUILD

Established 1991

THE KNOT HOLE

"building of woodworking skills thru the sharing of knowledge"

THE NEXT MEETING **Tuesday, June 24** AT
Downtown Senior Services Center
200 South Walnut

VOLUME 24

ISSUE 6

Social Gathering @ 6:30 PM
Meeting Starts @ 7:00 PM

This months meeting

Clark Schultz will present a program: woodworker's math, common and good to know stuff for every shop. Carried over from the May meeting

From The President's Corner – June 2014

Getting Our Name Out There

This is your Guild. Are you interested in growing our membership and with it our collective knowledge base; or is it's current size and skills level one of the things you like most about this group?

This subject has been on and off of my mind for a while now. Our May Meeting brought this back to the front of my brain in a couple of ways.

Firstly; John's presentation last meeting on assembling a Victorian Era Christmas morning scene at the Sedgwick County Historical Museum will definitely be a major project for the Guild to put-on. There's something here for everyone to help out with; whether it be the actual making of a particular Christmas Present, planning, decorating and assembling the pieces of the display at the

museum, working on promotional material or organizing and decorating for the concluding banquet. It has the potential for being a major public relations event for the Guild as well as being an informational display for the museum, one that I'm sure is welcomed by the staff and will be something 'out of the ordinary' seasonal exhibit.

Secondly; one of our members approached me in the parking lot after our last meeting. He introduced himself and stated that he has experience in organizing vendor display booths at Trade Shows (hopefully I understood this correctly). He said that even though he may not be particularly skilled at woodworking, he is willing to help set up a display booth if the Guild is ever interested in one at any of the local shows. I think he was refering to shows such as the annual Garden Show and Home Building / Remodeling Shows that are seasonally set up at places like Century II. Many of the vendors and displays at these types of shows are for the local businesses who market in these particular areas, but maybe there's a possibility that our Guild could display a general informational booth that says 'This is who we are, we don't provide anything for sale but we exist as a source of woodworking knowledge for people interested in woodworking for those who become members'. Possibly we could have some small flyers printed

up giving out basic information; where and when we meet as well as our website.

We are already a presence at the annual Kechi Artisan Days in September and The Big Tool Store annual sales event in October, but maybe there are other organized shows out there that we could easily 'dovetail' with. Are you aware of any?

Apart from these two happenings at our last meeting, I have had a couple of other hair-brained ideas on possible ways to get Our Name out there. Possibly other members - past or present- have had similar ideas.

Our future presence in the Sedgwick County 4-H Club is a good organization in which to get our name out into the community of interested individuals. We have the opportunity to draw from both the youth woodworker as well as his/her parent(s).

I've only been to The Wichita Center for the Arts a couple of times, but I think they hold small art shows of local groups and guilds. If we could assemble a good representative collection of our member's works, we may be able to convince them to show our work and allow information about our Guild. Maybe others of you know of similar venues who may be interested in a showing of our Guild's work?

Area tool and supply stores. I'm thinking of Star Lumber, the 'Box' Stores of Home Depot, Lowes and Menards, The Big Tool Store and most recently; Intermountain Wood Products. Quite possibly we can produce a small informational poster with accompanying flyers that we can approach the managers of these places to see if there's a possibility to display these in their stores, either on a common bulletin board, or somewhere close to the woodworking tools and supplies or lumber area. Just a thought I had, maybe the Guild has already tried this and it didn't work out.

A thought on using the electronic information age. I'm sure there are area woodworkers who go to the same websites many of us do; Lee Valley, Lie-Nelson, Woodcraft, Rockler, etc., to shop for tools and supplies that cannot be purchased at local retail stores. While visiting some websites (not necessarily of the woodworking type), I have seen pop-ups of 'Other Items That May be of Interest' to me. I don't know if it can be done, but maybe we can attract some of the local buyers on these websites with a pop-up of our Guild's information. Maybe there are other approaches to get our name out there over the internet?

Maybe some of these possibilities resonate with you or bring some other vehicle to mind on how the Guild can continue to attract new members to increase and/or pass along our knowledge base. I'm not suggesting that we need to do more in order to bring in additional members, I'm just throwing out some ideas of how we can do this, if this is what we want to do as a guild. There's still plenty of room for more chairs at the Senior Center's gymnasium.

Jim Huntley

Minutes May 27, 2014

Meeting opened with reminder for us to drop hints about Father's day gifts.

We met guests from Ellingwood Ks.: David and Pam Burroughs

Robert Johnston reported about his visit to the new Intermountain Wood Products store located at 2211 S Edwards. He said they did not have price lists yet. He said they did have a good assortment of domestic solid woods and will specialize in sheet products. Their major market is to cabinet and furniture makers. Their milling room will be set up in the next 3 weeks.

Bill Tumbleson reported that the project to help the 4-H clubs do woodworking will be on hold until their current projects are completed and new projects start for early fall.

Slim Gieser reported on the Southwest Tool Collectors Association Meeting and Sale that was

held on May 10, 2014. He indicated that the next meeting of the Hand Tool Special Interest Group is scheduled June 21 at David Fowler's shop, 317 N. Ohio, at 9:00 am

Larry Roth will do his first Tablesaw Techniques workshop June 31. He passed out information to those scheduled to participate.

Bill Patton brought the new guild caps. They sell for \$12.00 and will be available at future meetings as supply lasts.

John Belt reported on the Vintage Christmas at the Wichita Historical Museum where the 2nd floor will be decorated in Victorian Christmas style. They have asked for help to have toys made appropriate to the 1900 – 1914 era. He showed pictures of some of the projects already planned and discussed need for members to volunteer to do some additional projects. He also mentioned the possibility of a guild Christmas party at the end of the exhibit period. That would allow our members and families to enjoy the museum together.

Member discussion went on regarding future special workshops. It was decided to not have Marc Adams for the Thanksgiving time frame. Bob Ziegfeld and John Belt were assigned to start evaluating a possibility of a club owned wood working shop.

Burt Unruh announced a new project for Burt's Barn. A bench made with construction grade lumber. Bring one 2" x 6" x 8' long and one 10' long. Meet at 2506 West 15th at 9:00 the Saturday after each meeting.

Show N Tell;

Larry Roth brought his all Mahogany sofa/hall table. His original plan was to do two tone with maple and mahogany but changed his mind. The finish was Danish oil followed by spray polyurethane.



Lou Ortega showed a wooden Mercedes Lorry. He said it was made of 24 pieces. He also demonstrated an adjustable outfeed roller with a tilting top.

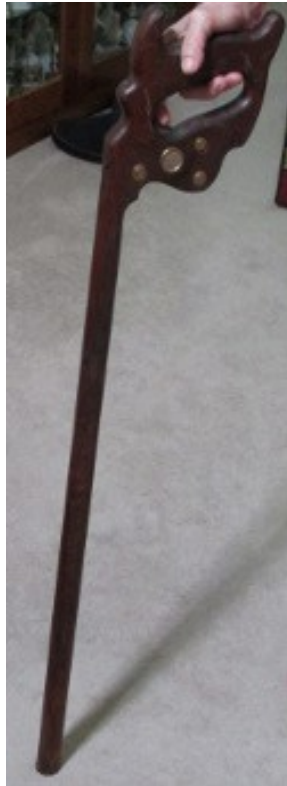




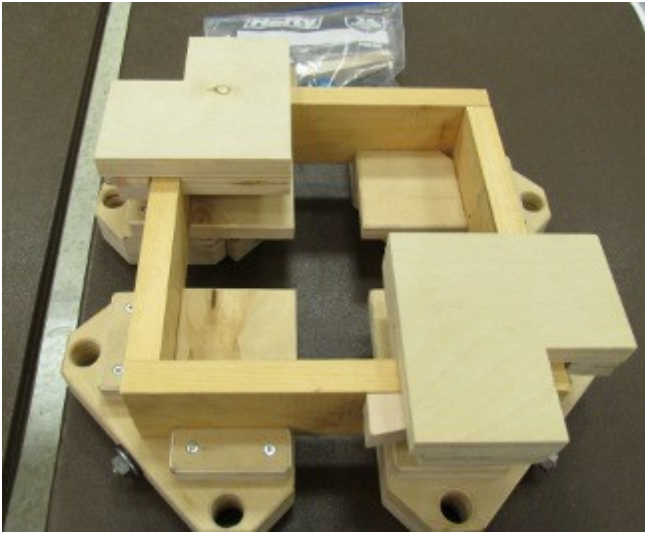
Dan Hagenbuch made some turned items; Cherry shoe horn and a wine stopper with a military emblem on it.



Bill Tumbleson showed his adjustable corner clamps. It is a clever design that is much less costly than similar commercial products. He also designed a connector for dissimilar size vacuum hoses.



Jerry Keen showed two canes he made. He also showed scroll-saw cut out of a Wolf head



John Sarenko brought another of his remarkable intarsia projects. This is another of the Kathy Wise designs that he favors. It was a Cougar made with Beech, Walnut, Maple, and Yellowheart. He did remind us that Beech sawdust is toxic.



Bob Johnson demonstrated his “magic box” puzzle. It was a design that used sliding metal pins that moved out of the locked position by tilting the box and turning the knob on the lid.



Clark Shultz has made some adjustable Arc Drawing Tools, also called Faring Sticks. They allow an easy way to establish a parabolic curve. Bill Patton brought a walnut bank using a combination lock style mailbox door.



Clark Shultz postponed his workshop geometry program and just gave a quick demo of how to check and how to adjust a framing square. He plans on helping anyone check and adjust theirs at Burt’s Barn this Saturday.

Next guild meeting is Tuesday June 24th , 2014.

Book Nook

Last month we reviewed some details from the book *American Canopy* by Eric Rutkow which studied the history of the United States with regard to trees and forests. It really is eye-opening to recognize how important trees were/are to American history. The response to last month's article was pretty good so we need to review another feature that was left out of last month's articles.

The Railroad Industry

Beginning in the late 1700's and continuing far into the 1800's there was a cultural adjustment about how products were built. Instead of mom and pop making products by hand at home, companies used machines to manufacture items. Historians use the phrase "paradigm shift" to describe the powerful change that took place during this time period but it has also been named "The Industrial Revolution?" Readers should note two surprising features about the Industrial Revolution: first, it was world-wide, not just American, but second, it included so many areas including manufacturing, textiles machining, metallurgy, chemicals, agriculture, mining, and transportation.

It is this last area of transportation that we need to draw our attention. If there is any one aspect of the early transportation industry that speaks volumes about the Industrial Revolution it would be the railroad industry. Every part of the railroad industry showcased the new industrial energy beginning with the engines, the powerful propulsion systems used to drive the train, the railcars used to carry products and people across the country, and also the rails and ties designed to keep the train on task.

Remember that the book we are reviewing deals with trees, or wood, in American history. However, when we study the Industrial

Revolution through the lens of the railroads we see metal and steel everywhere. Yet all three of the above areas, the engines, the railcars, and the rails and ties, deal with wood. Let's review those factors in more detail.

Engines

The earliest propulsion system used to drive a train was the steam engine. Developed in England in 1804, the steam engine was an engineering marvel because it put a boiler and an engine on a movable platform. But regardless of all the steel used to build the steam engine, it took wood, that's right, W-O-O-D, to fire up the boiler that created the steam to put the engine in motion. Wood-burning train engines, steam powered or otherwise, were a great technology in America because wood was everywhere. There were times when a train stopped and the driver had to ask local farmers to help cut down trees to reload enough wood to travel on to their destination. Though wood burning engines were a marvelous new technology in their day, there were several drawbacks for using them. For example, the smoke from the engines was thick, black, and often choked the passengers. But that was not the worst problem because sparks from the smoke stack would fly out causing dangerous conditions for the passengers. Some travelers would carry umbrellas, not to shield against the rain or sun, but against the fiery sparks that flew out of the wood-burning engines. Those sparks were not just a problem for passengers, they often ignited fires along the tracks as the train traveled through the county. It took years for the engineers to design spark attestors within the smoke stacks to control that problem.

Eventually there was a shift away from wood-burning engines to coal burning ones but that did not begin until the 1880s. There was no official estimate as to the amount of wood used to fuel these trains, but we can easily figure millions of board feet of wood was used.

Rail Cars

Another tidbit of early railroad history is that the railcars were made of wood, not metal, until the close of the 1800s. Early American engineers built the first railcars in the classic melon-shape

design developed from the old horse and buggy carriages (think stagecoach). By 1835 that body style had changed to the familiar long, rectangular railcar that we all know and love today. One of the major railcar builders was George Pullman whose company consumed 50 million board feet of wood annually. By the late 1890s the steel and metal industry had blossomed and early railcars were being made with metal. By 1920 60% of all railcars were metal and the percentage continued to increase till the 1950s when all railcars were metal.

Rails and Ties

When the trains were first being built in England in the early 1800s there was testing for what material worked best for rails and wood was one option. However, the engines continued to get larger and larger the wood rails would not hold the weight. So it did not take too much time to switch to metal rails, but then another feature came into play at that point – what could be used under the rails to hold them in place?

The British had been using stone blocks under the rails and American railroad engineers followed suit but the harsh New England climate weakened the stone and the spikes would not stay in place. There was also difficulty in getting enough stone for all the track being laid. So the switch to wood railroad ties was a no-brainer for two reasons: first, the ride was much quieter, but second, the vibrations were not as strong. And we could add a third reason – there was no shortage of wood in America. But which wood species should be used?

Initially the railroads used ties from local forests and area woodlots. Over the years they began to test various woods seeking the best variety. Eventually they narrowed down three requirements for wood ties: 1) the wood needed to be sturdy enough to withstand the force of a passing train without splitting or wearing down; 2) the wood had to hold the spikes in place without moving and 3) the wood had to last a long time and resist decay. Those are some high standards, but two hardwood species worked well, white oak and chestnut. The demand was great as more and more railroad tracks were laid across

America as the country expanded to the west coast. It is estimated that in one year, 1880, the railroad industry consumed 60 million ties, or about 2 billion board feet! Wow!

Bridges

Before we close this article let's discuss one more feature of the railroad industry that used enormous amounts of wood, the bridges. In order for trains travel across the country the tracks had to run over rivers, ravines, gorges, and mountain passes. The most available material at that time was wood, so it was used in high volume to build bridge after bridge after bridge. Just like King George III from England wanted huge trees for the masts for his ships, so the railroad industry demanded huge trees for the trusses that supported the bridges that spanned the rivers, gorges, and mountain passes. The smaller trees were used for the other parts of the bridge, including the roadway. In fact, all bridges built before 1875 were constructed of wood and used millions of board feet. One estimate from 1876 stated that there were more than 60,000 miles of bridges used by the railroads.

So here is one major industry begun in the 1800s, the railroads, that truly reflect the genius of the Industrial Revolution, but were seriously – even daily – dependent upon wood to fully function.

Thanks much and enjoy your shop.

Bob Ziegfeld

Enjoy your shop fellas.



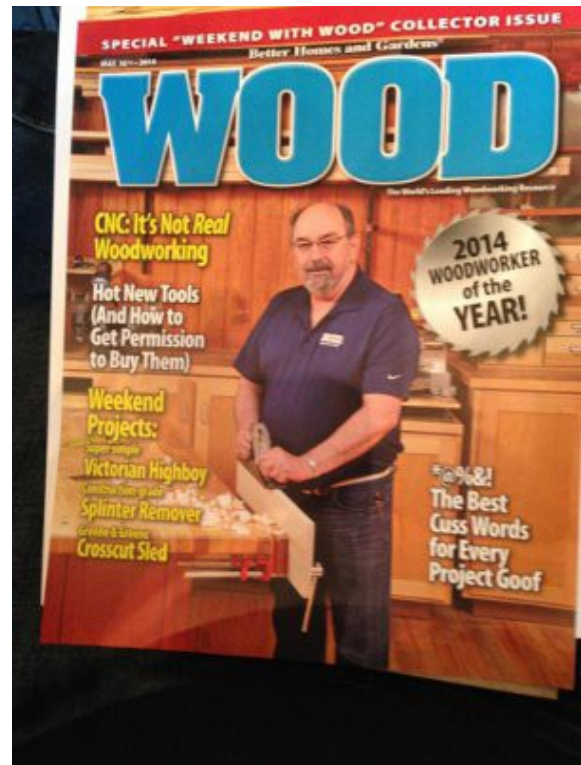
May 16th through the 18th I attended the second annual “Weekend with Wood” in Des Moines Iowa At the headquarters of Meredith Corporation the Publishers of “Wood Magazine”.

The weekend consists of 8 two hour sessions which you choose from a list of more than 40 different classes. Subjects like; learning Sketch Up, Milling and Drying wood, Joinery, Parquetry, turning a live edge bowl, machine set up, jig and tricks, woodworking with kids and much much more. Along with some of Woods contributing editors like Lucus Peters and Kevin Boyle, a world class group of instructors including Marc Adams, Jim Heavy, Andy Chidwick, Doug Stowe, Marc Spagnuolo (The Wood Whisperer), Brian Simmons, George Vondriska, John Olson, Craig Ruegsegger were there for the entire weekend teaching and visiting with attendees during breaks.

Saturday I was served a very good Beef Tenderloin dinner and entertained by Tommy MacDonald the host of “Rough Cuts with Tommy Mac” telling the story of how he became a television hit.

The Meredith campus covers more than a city block and part of the main building is over 100 years old (the red brick in the picture above). Meredith publishes over 30 magazines its flag ship brands are “Better Homes and Garden” and “Wood”.

I guess I did Ok as here is a copy of the cover of the next issue of wood! HA!



Here is some additional information regarding the clamps Bill Tumbleson showed at the May meeting.

Here are two websites for the corner clamps brought to the last meeting.

This one is where to purchase the plans for the Euro32 clamps (second item on page)
http://www.euro32products.com/tips_&_tricks.htm

This one is a youtube video of how to make the wedge corner clamps
<http://www.youtube.com/watch?v=iSX2Pp-KdZk>

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Meeting: 2nd Tuesday of each month, dinner at 6:00, meeting 7:00 at the Hometown Buffet, 6820 W. Central.
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The Sunflower Woodworkers' Guild of Wichita Kansas publishes the Knot Hole newsletter monthly. Deadline for articles and information is the 2nd Monday of each month. Mailing date is the 3rd week of each month. Permission to reprint original material is granted to other woodworking groups, providing proper credit is given. *Articles attributed to publications other than the Knot Hole*

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Sunflower Woodworkers Guild membership is voluntary. Our paid dues list are consolidated after the June meeting, eliminating from that list all those who have not paid their 2014 dues. This list determines who gets the Knothole. New and previous members will need to submit new applications when joining.

Newsletter of the Sunflower Woodworkers Guild
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