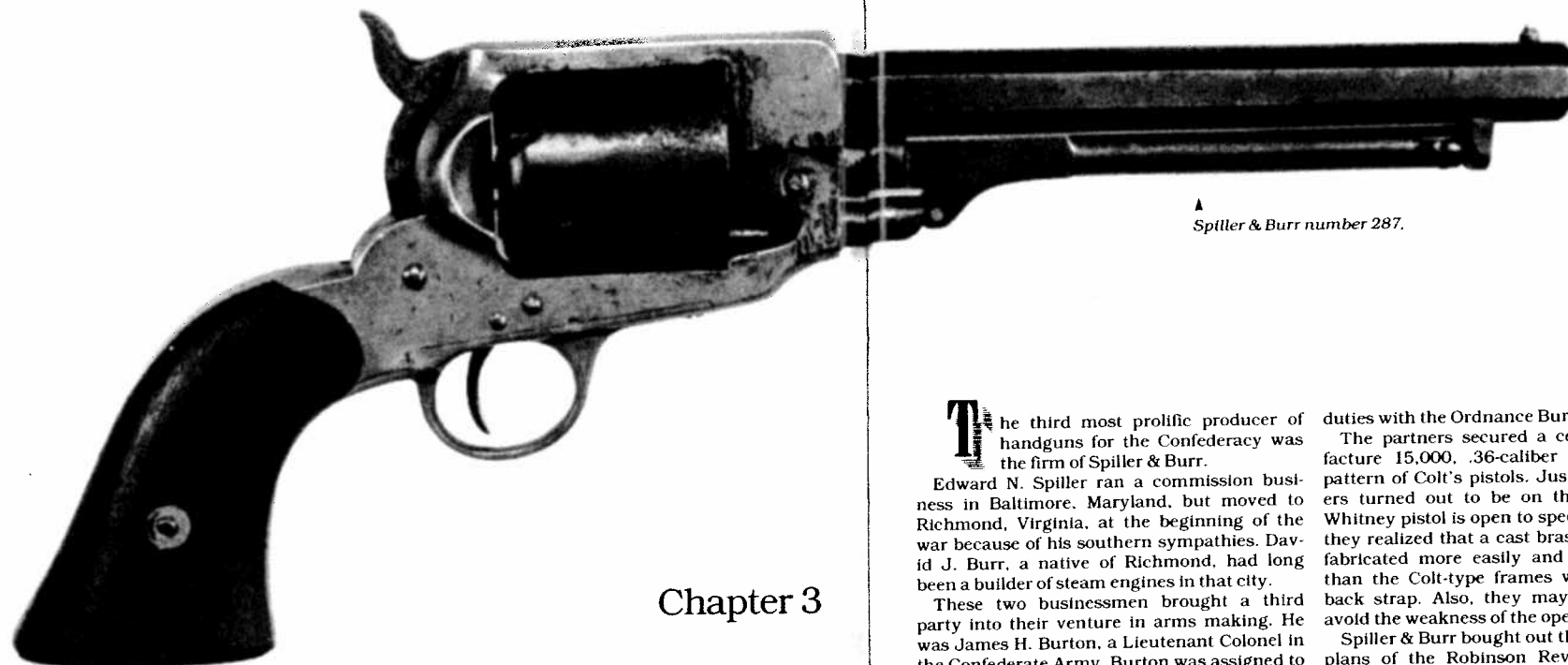


Confederate Revolvers

By William A. Gary



▲
Spiller & Burr number 287.

Chapter 3

Spiller & Burr

The third most prolific producer of handguns for the Confederacy was the firm of Spiller & Burr.

Edward N. Spiller ran a commission business in Baltimore, Maryland, but moved to Richmond, Virginia, at the beginning of the war because of his southern sympathies. David J. Burr, a native of Richmond, had long been a builder of steam engines in that city.

These two businessmen brought a third party into their venture in arms making. He was James H. Burton, a Lieutenant Colonel in the Confederate Army. Burton was assigned to the Bureau of Ordnance as Superintendent of Armories, C.S.A.

Burton was undoubtedly the leading authority on arms manufacturing in the Confederacy and probably in the United States. He had formerly held the position of Master Armorer at Harper's Ferry, and he had also been Chief Engineer of the Royal Small Arms Factory at Enfield, England.

These three men entered into an agreement on November 20, 1861, for the purpose of manufacturing 15,000 revolvers for the Confederate Government. Burton was to secure the contract from the government and superintend the preparation of the factory, machinery and tools for making the revolvers. He was to do this without interfering with his regular

duties with the Ordnance Bureau.

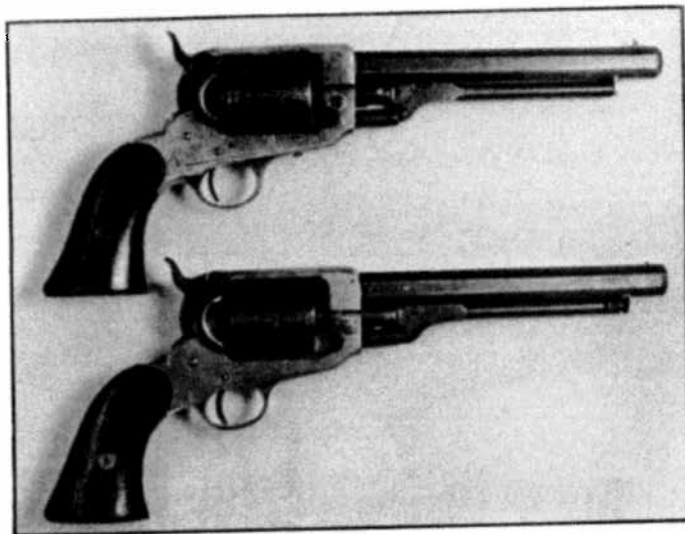
The partners secured a contract to manufacture 15,000, .36-caliber revolvers on the pattern of Colt's pistols. Just why the revolvers turned out to be on the pattern of the Whitney pistol is open to speculation. Possibly they realized that a cast brass frame could be fabricated more easily and less expensively than the Colt-type frames with the separate back strap. Also, they may have wanted to avoid the weakness of the open-top Colt frame.

Spiller & Burr bought out the machinery and plans of the Robinson Revolver Factory in Richmond that included a contract to produce revolvers of the Whitney pattern. The Robinson Factory then went ahead with the production of carbines, known as Robinson Sharps, for the cavalry.

On May 27, 1862, Burton was relieved of his command in Richmond and sent south to establish an armory in Georgia. With this change, Spiller & Burr moved their planned site of operation to Atlanta. The first revolvers were completed at the Atlanta factory in December 1862, and a small group of sample revolvers, probably no more than 15, were delivered to the war department.

It is a little known fact that there were two models of the Spiller & Burr Revolver. The first model was a direct copy of the Whitney, except

Courtesy Ted Meredith and Bruce Kusrow
Spiller & Burr number 13 (Top) has all the characteristics described in Major Downer's report. Serial number 23 (Bottom) has the changes recommended in Major Downer's report. These are the two known first model Spiller & Burr revolvers in existence today.



for its brass frame. It has an open space between the front of the cylinder and the front of the frame. The barrel then screws through the front of the frame and extends back to the front of the cylinder with the threads on the rear of the barrel exposed. These first revolvers were inspected by Maj. W. S. Downer, who described the revolver and in a later report, recommended some changes.

Downer stated, "I have examined the pistols made by Messrs. Spiller and Burr and Co. and find no defects which will but remedy themselves as the machines and tools become adapted to the work required, except as are incidental to the model. I think the style of the catch of the ramrod is faulty and I would recommend a spring and catch like that of Colt's pistol. I would also recommend a slot cut in the base of the cylinder between the nipples in which the face of the hammer will fit. The caliber of this pistol is somewhat smaller than Colt's. I think rounding of the muzzle of the pistol is an improvement. I would beg to suggest however that I think a plain brass mounting is superior to plated."

One of these sample revolvers, serial number 13, still exists today. It has the open front

to the frame and all the points described in Downer's report. Its brass frame was electroplated. It has a smaller than standard bore. It has no safety slots on the cylinder base and it has a Whitney ball-type loading lever catch.

No more revolvers were delivered by Spiller & Burr until the spring of 1863, when 40 revolvers were produced. These 40 revolvers, delivered to Burton of the C. S. Armory in Macon, Georgia, were believed to also be of the first model. Unfortunately, when the revolvers were inspected and proof tested, only seven passed. The other 33 were rejected and returned to Spiller & Burr. Burton wrote the company that these 33 revolvers had such serious and fatal defects that they could not be repaired.

One of the seven accepted revolvers still exists today and bears the serial number 23. Close examination reveals that number 23 incorporates all the improvements recommended by Downer, but it is still the first model with the open frame.

The overwhelming rejection of this first group of revolvers apparently prompted Spiller & Burr to do something to strengthen the brass frames. From this point on, all revolvers

delivered were the second model. These guns had the solid brass frame to the front of the cylinder, widely recognized as the typical Spiller & Burr revolver. Even with this thickened front to the frame, many of these revolvers show bulging and repairs to breaks in the top strap over the cylinder.

With production of the second model, the serial numbers were repeated beginning with 1. Serial numbers 12, 18, 29, and 40, in existence today, all have the solid frame of the second model. Serial numbers 13 and 23 are the only known surviving examples of the first model.

Eventually, Spiller & Burr became discouraged with trying to work out the production problems of their revolvers and they asked the Confederate States Government to buy them out in June 1863. When the government rejected the offer, they continued to manufacture the revolver and to make some deliveries, although in fewer numbers than originally planned. The government finally did buy the firm out in January 1864. The equipment and machines then were moved to Macon, Georgia.

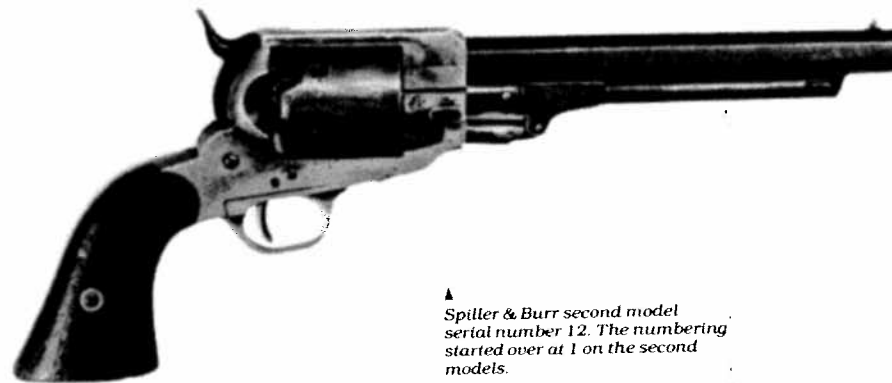
Records indicate that Spiller & Burr deliv-

ered a total of 840 revolvers up to January 7, 1864. After the Confederate Government took over, approximately 400 revolvers were delivered and accepted, which brought the total to approximately 1,250 revolvers. Since a large number of completed and nearly finished parts were on hand when Spiller & Burr sold out to the government, it seems probable that most, if not all, the production at Macon was merely a process of finishing and assembling revolvers already started by the firm of Spiller & Burr.

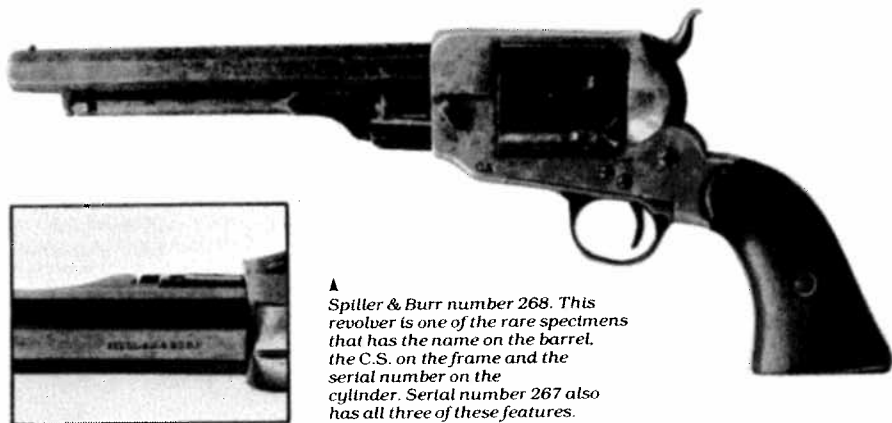
Due to General Sherman's threats to Macon, the plant was closed and the machinery packed and shipped away in December 1864. Production was never resumed.

The Second Model

The second model Spiller & Burr is a brass-framed copy of the Whitney Navy revolver with the exception that the thickened front to its brass frame fills in the Whitney's open area between the front of the cylinder and the front of the frame. The loading lever assembly, cylinder, and trigger guard are interchangeable.



Spiller & Burr second model serial number 12. The numbering started over at 1 on the second models.



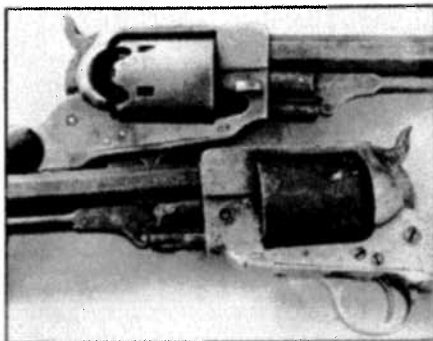
▲ Spiller & Burr number 268. This revolver is one of the rare specimens that has the name on the barrel, the C.S. on the frame and the serial number on the cylinder. Serial number 267 also has all three of these features.

able with a Whitney and there is no perceptible difference between the two.

The barrel of the Spiller & Burr varies unexplainably in length, being anywhere from six to seven inches overall. The front sight is a brass cone fitted into a hole drilled into the barrel. The barrel is .36-caliber and has seven lands and seven grooves in the rifling with a right or clockwise twist. It has a gain to the twist. The loading lever catch is a Colt Navy type.

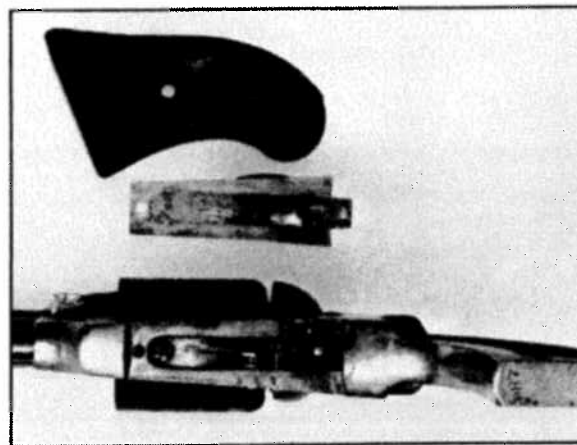
Some barrels are stamped with the firm's name, Spiller & Burr, on the top near the frame, running from front to rear. However, apparently only one in four or five specimens has the name on it. The firm had two sets of dies for stamping the name and they were made alike, but there are two small differences: One set had a flaw in the top of the E, and the other had a flaw in the tail of the second R in Burr.

► Spiller & Burr serial number 393 (Top) and number 287 (Bottom) show the two different size C.S. dies.



About half the specimens seen today have a C.S. stamped on either the right or left side of the front end of the frame. At least two different sets of dies were used, probably one set at the Atlanta Arsenal and one at the Macon Arsenal. These two dies are similar in letter style, but one set is slightly smaller than the other.

Serial numbers are found in the following

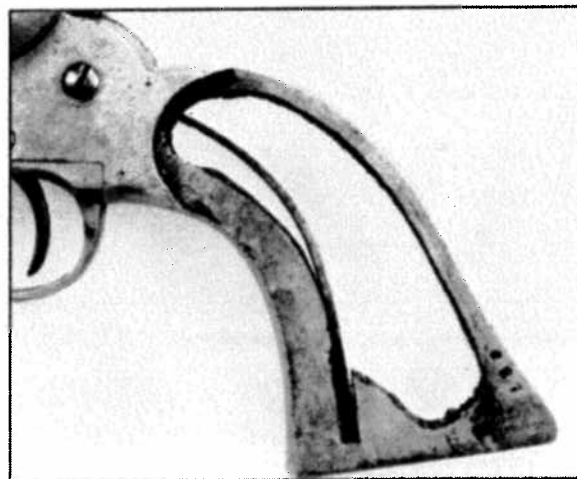


▲ Serial number stampings on number 287 showing the different locations where numbers were stamped.

places: on the bottom of the barrel near the rear; on the top flat of the loading lever and the top of the linkage between the lever and the cylinder pin; on the side of the cylinder; on the inside of the trigger guard plate at the front; on the bottom of the frame where it is covered by the trigger guard plate; on the bottom of the

grip strap near the toe; and sometimes on the side of the grip strap under the grips. Probably fewer than half have a number stamped on the cylinder.

There were three sets of dies used to stamp the serial numbers and they were all in use concurrently, so the different die stampings



▲ Other locations of serial numbers on the Spiller & Burr Revolver.

are found throughout the production range. One set had smaller, plainer numbers and another had larger, plainer numbers. The third set had large, more stylized numbers. Some loading lever links have the number stamped with two different sets of dies.

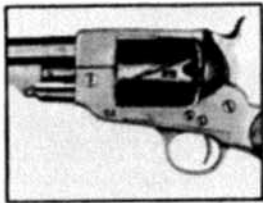
There is usually a letter stamped on the side of the brass grip strap and covered by the grips. This can be a G, E, J, M, or other letters. Who these inspector's initials belong to is unknown, but I. B. Myers was an inspector and Thomas Jones was an assistant inspector at the Spiller & Burr factory.

The frame is cast brass and varies from a yellow color to the rose hues caused by

excessive copper. The frame and grip frame are cast solid with two-piece walnut grips joined by a screw with brass washers on each side.

The cylinder is made of twisted iron for added strength, since steel was unavailable. The twist marks are sometimes visible and when viewed from the rear they run up and to the left (the opposite direction from the Griswold and Gunnison). The safety device, which is engaged by the hammer, is a notch on the rear of the cylinder between the cones.

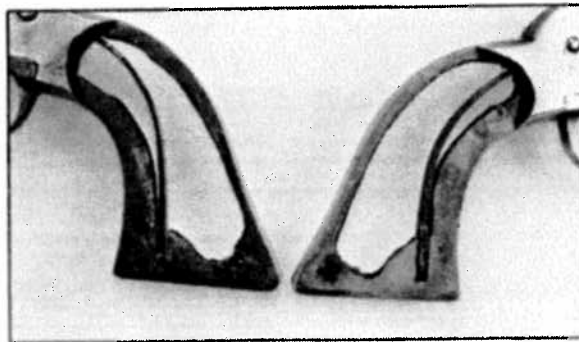
Most Spiller & Burr revolvers were issued to the Army of Tennessee and would have been used in the western theater of the war.



▲ The twist lines on a Spiller & Burr cylinder run the opposite direction of a Griswold and Gunnison. Many Spiller & Burr cylinders do not show the twist lines.

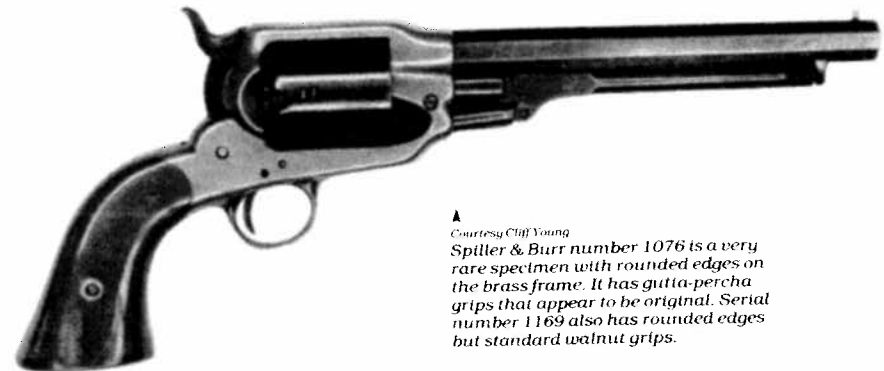
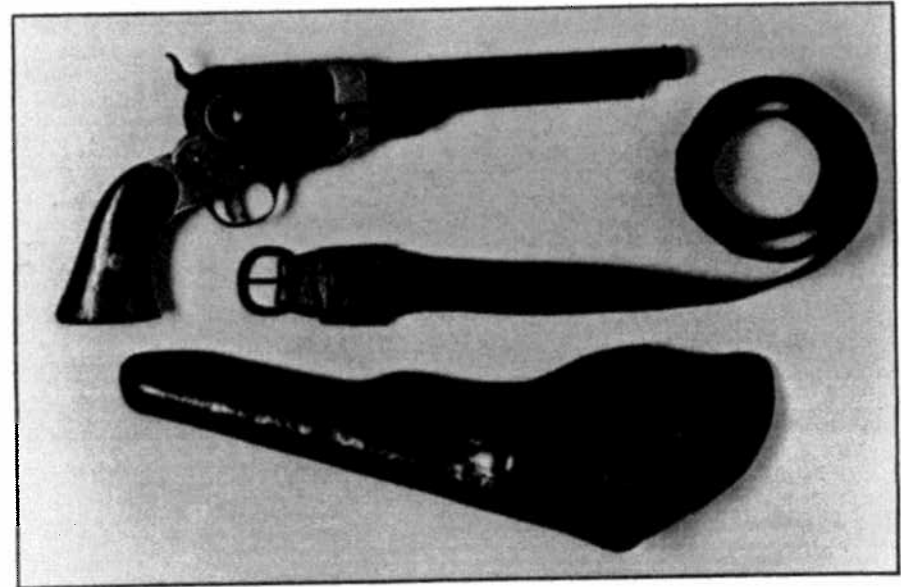


▲ Loading lever of serial number 287 showing two different sets of dies used on one number.



▶ Letter M on the side of the backstrap (Left) and letter J on the side of the backstrap (Right).

Courtesy Bruce Kusrow
First model Spiller & Burr number 23 with its original belt and holster. Number 23 is stamped in three places with the Spiller & Burr name.



▲ Courtesy Cliff Young
Spiller & Burr number 1076 is a very rare specimen with rounded edges on the brass frame. It has gutta-percha grips that appear to be original. Serial number 1169 also has rounded edges but standard walnut grips.

Addendum

The following steps are to be followed in the manufacturing of the Spiller & Burr revolver as proposed by James H. Burton:

BARREL

1. Cut off section from steel bar and straighten for the first time.
2. Anneal in the annealing furnace.
3. File ends off square, straighten, and center ends.
4. Square up and slightly bevel the angles of ends in a lathe.
5. Drill hole through from one, or both ends, as may be best.
6. Bore out on second boring machine and rough straighten.
7. Bore out on smooth boring machine and straighten.
8. Turn down the breech end for screw (threading) in a lathe.
9. Chase (to groove) screw (threads) on breech end and fit to a screw gauge.
10. Plane exterior to octagon on planing machine.
11. Adjust shoulder at breech to lock-frame in lathe and number both, the barrel on the lower flat.
12. Bore out for rifling and reamer out breech conical.
13. Rifle the lands and grooves and finish interior.
14. Mill across lower flat for receiving stud for lever catch.
15. Drill hole from sight-in tool.
16. Mill breech end to length with pivot mill.
17. Mill muzzle end to length with pivot mill.
18. Polish exterior.
19. Put in the sight and file out groove for stud to gauge.
20. Blue the barrel in bluing furnace.
21. Fix in stud for lever catch.

CATCH

1. Punch out from flat rods of iron.
2. Level one side with file and file in jigs complete.
3. Countersink for lever-catch, in tool and burr off.
4. Caseharden in casehardening furnace.

SIGHT

Cut screw, with screw plate, on the end of the brass wire and screw it into the barrel. Cut off sufficient for the sight and file and finish to form.

CYLINDER

1. Cut off sections for one cylinder from bar steel in the lathe and anneal.
2. Drill and reamer base pin hole.
3. Drill and reamer chambers.
4. Turn to diameter and finish ends in lathe on a mandrel (a tapered bar to support the work).
5. Mill (a machine which does its work by rotary motion for cutting or working materials into due form or performing other mechanical operation) recess cut in rear with pivot mill in drill press.
6. Drill for nipples, in tool, in drill press.
7. Mill out for nipples (a geometrical solid formed by the revolution of a conic section about one of its axes) with pivot mill in drill press.
8. Mill notches in the rear end in the index machine.
9. Mill notches for hand in the index machine.
10. Mill safety notches for nose of hammer in index machine.
11. Cut internal threads for the nipples.
12. Finish and polish in lathe.
13. Blue the cylinder in bluing furnace.
14. Screw in nipples.

LINK FOR LOADING LEVER

1. Punch out from sheet iron in punching press.
2. Drill holes, in tool.
3. Polish and blue in bluing furnace.

BASE PIN FOR CYLINDER

1. Forge complete out of iron and anneal.
2. Center the ends and turn shank complete in lathe.
3. Reverse and turn head in lathe.
4. Mill groove in side of head to fit barrel in milling machine.
5. Mill head to form the jaws for joint in milling machine.
6. Drill hole for joint-screw, in tool.
7. Tap hole for joint screw (no tool required).
8. Drill across the shank part of the hole for the bolt. Each one must be drilled in its lock-frame and numbered to correspond.
9. File small end to form in jig, and finish head complete.
10. Polish and caseharden.

LOADING LEVER

1. Forge complete of iron and anneal.
2. File the ends square and center the ends.
3. Drill the end for catch and spring.
4. Turn the lever end.
5. Mill sides, two at once.
6. Mill straight edge and part of end, crosswise.
7. Mill jointed edge and part of end, crosswise.
8. Slit the large joint in milling machine.
9. Slit the small joint in milling machine.
10. Drill holes for two joints, in one tool.
11. Drill small hole for catch stop-pin, in tool.
12. File and finish complete and number.
13. Polish and caseharden.

RAMMER

1. Cut the iron rod into sections long enough for two rammers and anneal.
2. Center and countersink both ends in hand lathe.
3. Turn to diameter on one end and reverse to turn the other end.
4. Lathe cut into two rammers and mill slit link end.
5. Drill hole for the pin for link, in tool.
6. File joint-end to form in jig and finish complete.
7. Caseharden.

WING NUT FOR BASE PIN

1. Forge of iron and anneal.
2. Slit the head for temporary use.
3. Mill the shank and head to diameter in screw pointing machine.
4. Drill and tap the hole in the end of the shank for screw, file and finish head.
5. Polish and caseharden.

NIPPLES

1. Forge in jumper (a boring tool worked with a jumping motion) of steel and anneal.
2. Mill to diameter all over and clip off the tang and file end square and smooth.
3. Drill and reamer hole complete from the nose end.
4. Mill the squares for the wrench and cut the screws in a band screwing machine.
5. Harden and temper.

LOCKING BOLT

1. Forge of best steel and anneal.
2. Level on one side with file and mill to thickness, two at once.
3. Drill hole for screw and mill both edges at catch end, two at once, file jigs and complete.

4. Mill slot, straighten, dress with file and polish.
5. Harden and temper.

LOCKING BOLT AND TRIGGER SPRING

1. Punch out from sheet steel of the exact thickness, anneal, straighten and drill hole for screw.
2. Slit up the center, set to shape in jumper, finish by hand, harden and temper.

TRIGGER

1. Forge of steel, anneal, and level on one side with file.
2. Mill to thickness, two at once, drill holes for screws, mill across edges, file in jigs, and finish complete.
3. Harden, temper, polish and blue.

TRIGGER GUARD

1. Cast in brass, clean off and level bottom with file.
2. Mill tenon (a projection fashioned on one end for insertion in a corresponding cavity) on end, two at once, one way then the other.
3. Mill the bow to width and surface of the plate on each side, and drill the hole for guard screw.
4. Edge-mill the exterior and interior of the bow, the edges of the plate, and mill out slot for trigger.
5. Countersink hole for head of guard screws and fix to lock-frame, complete slot, file and finish all over and number.
6. Polish and electroplate with silver (this last portion was never done).

MAIN SPRING

1. Forge of the best steel, straighten, file and bend to shape in jumper.
2. Harden, temper, and polish the convex side.

HAND SPRING

1. Punch out from sheet steel of the exact thickness, bend to shape in jumper and dress with file.
2. Harden and temper.

HAND

1. Forge of steel, anneal, level plain side with file, mill across to correct thickness, two at once, mill pivot, file in jigs and complete.
2. Slit for spring, harden, temper point, and fasten in the spring.

HAMMER ROLLER

Make these rollers from round rods of good iron. Drill and turn each in a light hand lathe, fitted with a hollow running spindle and proper chuck for holding the rods, in one operation. Caseharden the rollers.

STOCK

1. Saw out by hand, roughly to shape, plane one side true and flat, and the other to thickness.
2. Fit to lock-frame by hand and stamp with number.
3. Drill, countersink holes for screw nut and washer and drive into stock.
4. Replace stock on lock-frame, secure with screw, dress off and finish by hand complete.
5. Remove from lock-frame, varnish and polish.

SCREWS FOR TRIGGER GUARD, TRIGGER LOCKING BOLT, HAND, AND TRIGGER AND LOCKING BOLT SPRING

1. Cut wire of the proper sizes into convenient lengths, anneal, mill shank and head to diameter, and cut thread, in screw making machine.
2. Slit and mill head to form and mill point to length and form, polish and caseharden.

HAMMER

1. Forge, complete, of iron, anneal, and file the fin off.
2. Mill to thickness, drill all the holes, mill across profile of breadt and nose, back and comb, top of nose and comb, profile of lower end, nose to thickness, and the offset for catch pin, etc., two at a time.
3. Mill the slit for roller and file complete.
4. Rivet in the catch pin and finish, hand checker the comb, polish and caseharden.

STOCK-SCREW NUT AND WASHER

1. Cast in brass in bars containing ten each.
2. Drill holes for screws and mill to diameter.
3. Countersink for head of screw, punch out from bar, in a jumper. The system of manufacture of both nut and washer will be similar to that used in making guard bow nuts in the Armory.

HAMMER AND STOCK SCREWS

1. Forge of best iron in jumpers, anneal, and slit the heads.
2. Mill the shank and head to diameter and clip the shank and length.
3. Mill the point rounding, cut the thread of screw, mill top of head to form, clean out slit, polish heat and points, and caseharden.

LOCK-FRAME

1. Cast in brass, pickle and remove all burrs. Clean out the slot for hammer to establish an end bearing for milling and drilling operations.
2. Mill across cylinder-frame, two at a time, to bring to thickness and mill top of cylinder-frame lengthwise, to establish a bearing at that point.
3. Mill out of interior of cylinder-frame, face of handles for stocks, two edges of handle rounding and across the bottom of cylinder frame for trigger guard.
4. Mill out the bottom of cylinder frame for locking bolt, trigger, and locking bolt and trigger spring.
5. Mill groove in top of cylinder frame for sight and butt of handle to length.
6. Drill holes for barrel, base pin, and rammer, with two sizes of drill, enlarging the hole for the barrel with a pivot cutter. This has to be done in a hand lathe because the drill press does not have the proper height for this operation.
7. Mill end of cylinder frame to length and drill for hammer, locking bolt, trigger screws, and for wing nut, hand has to be in place to be drilled at the same time.
8. Drill holes for screw for trigger guard and lever-catch mortise and hole for a pin in handle for holding stocks.
9. Thread the barrel hole.
10. Mill partially the slot for the nose of the hammer.
11. Mill across the rear end of the cylinder-frame to give profile.
12. Mill partially the slot for hand.
13. Mill lower part of cylinder frame tapering on each side and countersink and thread holes for screws.
14. Saw out main spring slot, dress and file mortise, etc., to fit other parts.
15. File and finish all parts of frame that require it and number.
16. Polish, electroplate with silver, and burnish the outer surfaces.

LOADING LEVER CATCH

1. Make from round steel rods in same lathe prepared for hammer rollers, mill to diameter and round end and cut off to proper length.
2. Mill in groove for stop in, harden and temper.

LOADING LEVER CATCH SPRING

This spiral spring will be made of brass wire bent around a rod of suitable size and then cut to size.

FIVE PINS AND RIVETS FOR LOADING LEVER, ETC.

These will be made of iron wire of proper sizes which will be cut to proper lengths.

The following is the recommendation by James H. Burton as to the procedure for inspection of the Spiller & Burr revolvers before acceptance by the Ordnance Department:

- I. The revolver will be given a visual inspection for general workmanship and appearance.
- II. The arm will then be taken to pieces, except such parts as are connected by rivets, and all the parts well cleaned, ready for inspection in detail. The parts composing each arm will be kept separate from the others in suitable trays. The inspection in detail will commence with the barrel.

III. The inspector will see that the barrel is:

1. Of the standard length and properly rounded at the muzzle.
2. Of the standard diameter (exterior) at the breech and muzzle.
3. That the screw at the breech is of the standard diameter and pitch of thread and that the thread is not imperfect.
4. That the bore is of the standard diameter of .3675 inch or not exceeding the maximum limit of .3678 inch, and that it is not "ring bored" or otherwise imperfect.
5. That the grooves are cut to the standard depth, that they are smoothly cut, of the proper number (seven) and of the proper standard degree of twist.
6. That the bore is properly countersunk at the breech.
7. That the sight is of the proper form and fixed at the proper point in the barrel, and of the standard form and dimensions.
8. That the groove for the lever catch is cut at the proper distance from the breech.
9. That the barrel exhibits no seams or injurious flaws, either externally or internally; that it is of steel and properly blued.

IV. CYLINDER

The inspector will see that the cylinder is:

1. Of the proper diameter and length and of the proper form at the breech end.
2. That the hole for axis pin is of the standard diameter and smoothly bored.
3. That the chambers are of the standard diameter and depth, smoothly bored, of the proper degree of eccentricity in relation to the axis of the cylinder, and uniformly separated from each other.
4. That the face end of the cylinder is level and smooth.
5. That the recesses for the cones are of the proper form and diameter, and not countersunk too deep.
6. That the tapped holes for the cones are of the standard diameter and pitch of thread, and that the threads are not imperfect.
7. That the notches for catch are in proper position both longitudinally and circumferentially in relation to the chambers and not cut too deep or too wide.
8. That the breech end is properly cut in notches, and that the notches are cut uniform, and in proper position in relation to the chambers.
9. That the cylinder exhibits no seams or injurious flaws either externally or internally, that it is of good iron, properly twisted and well casehardened. Should it exhibit any imperfection of material of a nature calculated to impair its strength, the inspector will cause it to be satisfactorily tested with powder and bullets.

V. LOCK-FRAME

The inspector will see that the lock-frame is:

1. Of sound material, free from imperfections and not too soft.
2. That it is of the standard thickness at all essential points, and that it is of the proper exterior form and dimensions in all particulars.
3. That the tapped hole for the barrel is of the standard diameter, and pitch of threads, and that the threads are not imperfect.
4. That the holes for the axis pin are of the standard diameter and drilled at the proper distances from the hole for the barrel.
5. That the hole for the loading rammer is of the standard diameter, and drilled at the proper distance from the hole for axis pin.

6. That the hole for thumb bolt is of the standard diameter and drilled in the proper position in relation to the hole for axis pin.
7. That the three holes for lock screws are of the proper diameter, and drilled in proper relation to each other.
8. That all the tapped holes are of the standard diameters, and pitches of threads, and that the threads are not imperfect.
9. That the mortise for the hammer is of the standard width, and that the shoulders for hammers are square and not too far forward.
10. That the sight notch is of the proper form and depth.
11. That the exterior surface is well polished, free from scratches and "well silver plated." (This was scratched out.)

VI. GUARD PLATE

The inspector will see that the guard plate is:

1. Of sound material, free from imperfection and not too soft.
2. That it is of the standard form and dimensions externally.
3. That the mortise for the trigger is in the proper position, and of the standard dimensions.
4. That the hole for (the) guard screw is of the standard diameters and properly countersunk.
5. That the exterior surface is well polished and free from scratches "and well silver plated." (Again this was marked out.)

VII. HAMMER AND ROLLER

The inspector will see that the hammer is:

1. Of sound material and free from imperfections.
2. That the hole for (the) axis screw is of the standard diameter, and drilled and polished smooth.
3. That the hammer is of the proper form and of the standard thickness in both back, and nose, that the shoulders of nose are square and in the proper position and that the "checkering" is well done.
4. That the vent notches are of the proper form and perfect.
5. That the catch pin is of the proper form, in its proper position, and well rivetted in.
6. That (the) hammer is well polished and properly casehardened.
7. That the roller is of standard diameter and thickness, that it revolves freely on its axis pin, and that it is properly hardened and secured to the hammer.

VIII. SEAR-TRIGGER

The inspector will see that the sear trigger is:

1. Of sound material and properly hardened and tempered, polished and blued.
2. That it is of the standard form and dimensions, that the hole for the screw is of the standard diameter and smoothly finished, and that the nose is perfect.

IX. SEAR AND CATCH SPRING

The inspector will see that the sear and catch spring is:

1. Of sound material and properly tempered.
2. That it is of the standard dimensions and form and that it is not too strong.

X. CYLINDER CATCH

The inspector will see that the cylinder catch is:

1. Of sound material and properly tempered.
2. That it is of the standard form and dimensions, that the holes for screws are of the standard diameter, and that the springs are not too strong.

XI. REVOLVING FINGER AND SPRING

The inspector will see that the revolving finger and spring are:

1. Of sound material, and properly hardened and tempered.
2. That the finger is of the standard form and dimensions, that the pivot is of the standard diameter, and solid with the finger, i.e., not rivetted in.
3. That the spring is not too strong, and that it is properly fastened to the finger.

XII. MAIN SPRING

1. The inspector will see that the main spring is of sound material properly hardened and tempered and free from "water cracks."
2. That it is of the standard form and dimension, it has the proper amount of "set," and that it is properly polished for the traverse of the roller.
3. That the heel end fits well into the lock-frame.

XIII. CYLINDER-AXIS PIN

The inspector will see that the cylinder axis pin is:

1. Of sound material, smoothly finished and properly casehardened.
2. That it is of the standard form and dimensions, that the screw hole is of the standard diameters-pitch of thread, and that the thread is not imperfect.
3. That it is straight and not "sprung in hardening."

XIV. LOADING LEVER RAMMER AND LINK

The inspector will see:

1. That the several parts are of sound material well finished and properly casehardened.
2. That the several parts are securely and neatly rivetted together and that the joints move freely.
3. That the lever is of the standard dimensions and the hole for (the) screw (is) of the standard diameter.
4. That the rammer is of the standard diameter and length, and that the end is properly countersunk.
5. That the lever catch is of the standard form and dimensions—that it plays freely, that the spring is of sufficient strength and that the catch is properly hardened.

XV. CONES (Nipples)

The inspector will see that the cones:

1. Are of the standard exterior dimensions.
2. That they are of the standard interior dimensions.
3. That the screw end is of the established pitch of thread, and that the thread is not imperfect and that it is cut well up to the shoulder.
4. That they are properly hardened and tempered.

XVI. THUMB BOLT (Wing Latch)

The inspector will see that the thumb bolt is:

1. Of the standard form and dimensions and that it is well finished and properly casehardened.
2. That the hole for (the) screw is of the standard size, pitch of thread, and that the thread is not imperfect.

XVII. SCREWS

The inspector will see that the screws are:

1. Of the standard dimensions, pitch of thread, and that the threads are not imperfect.
2. That they are well finished on both heads and points, that all the slits are of standard width and depth, that they are properly casehardened, polished and blued.

XVIII. STOCK

The inspector will see that the stock is:

1. Of black walnut free from splits and of the established form and dimensions.
2. That it is smoothly finished and varnished and that nut and washer for (the) screw are neatly let in.
3. That the thread in the nut is not imperfect.

XIX. INSPECTION OF ARM COMPLETE

After all the parts have been inspected in detail and approved the arm will be re-assembled and inspected as a whole, the inspector will see that:

1. The cylinder revolves freely upon its axis-pin and at the same time fits it well,

2. That the cylinder has not too much play between the lock frame and the breech end of the barrel.
3. That the lock works smoothly in cocking and that the "pull off" of the trigger is not too hard, and at the same time safe.
4. That the loading lever and parts attached work properly, and that the rammer enters the chambers of the cylinder-concentric with the axes.
5. That the lever catch and spring secure the lever properly when not in use.
6. That the screwed end of the barrel fits well into the lock-frame.
7. That the axes of the chambers are coincidental with the axis of the barrel.
8. That the cylinder catch at the same time fits well in the notches of the cylinder.
9. That the action of the cylinder catch in the act of cocking is such that it is free to fall into the notches of the cylinder at points on its circumference, at least one fourth of an inch from each notch.
10. That the stock is well jointed to the lock-frame and securely fastened to it.
11. That the color of the casehardened parts is good.
12. That the jointing of all the parts at essential points is close and the general finish of the arm (is) good.

XX. The arm upon passing the final inspection will be appropriately stamped by the inspector on the left side of the lock-frame under the axis pin of the hammer.

FIRST PROOF (of) CYLINDER AND BARREL

The manufacturers are required to submit the cylinders and barrels to the following described powder tests before offering the arms for inspection.

CYLINDER

The cylinder being finished complete and properly casehardened, will be fitted with cones of standard dimensions. It will then be secured to a stout bar of iron of sufficient length to contain one or more cylinders: the breech end next to the bar, by means of a bolt passing through the axis hole and a nut under all. Each chamber will then be loaded with powder and one spherical (sic) bullet so that it is quite filled. The bar and cylinder will then be placed so that the chambers are uppermost and a solid cylinder of iron, three (3) inches (in) diameter and of sufficient length to weigh four (4) pounds, will be placed on the face of the cylinders, covering the mouths of the chambers. The whole of the six (6) charges will then be fired simultaneously by means of a train of powder.

BARREL

The proof of the barrel will occur immediately after it is rifled. The barrel will be screwed into a false breech of iron, fitted with a cone (nipple), of standard dimensions, in the rear end and concentric with the axis of the barrel. The barrel will then be loaded with a charge of powder equal to one and a half times the charge used in the proof of each chamber of the cylinder and one spherical bullet (previously greased with tallow) well rammed home on the powder. The bullet will be of the same diameter as that which the arm is intended to carry. A number of barrels being thus prepared, they will be placed horizontally in the grooves of a cast iron proof-bed, and fired simultaneously by means of a train of powder. One such test as above described will be sufficient. The War Dept. shall have the right to have these tests applied in the presence of an authorized Officer or Agent should it be deemed necessary.

Powder for the above described purpose will be sold to the contractors by the Govt. at cost price and in such quantities as may be recommended by some authorized Office(r) of (the) War Dept.

Stone Mountain Relics, Inc.

968 MAIN STREET

STONE MOUNTAIN, GEORGIA 30083

(770) 469-1425

FAX (770) 413-7922

December 4, 2001

Zack Catterton, M.D.

To Whom It May Concern,

Stone Mountain Relics, Inc. was established in 1978 to engage in the purchase, sale and appraisal of antique military memorabilia.

Spiller & Burr, serial number 393 in the possession of Dr. Zack Catterton, M.D. of Signal Mountain, Tennessee has been carefully examined by myself and found to be 100% Original and Authentic in all regards. Serial number 393 is present on all major parts with the exception of the loading assembly and or the cylinder. "CS" is present on the left side of the frame. This gun is pictured in Bill Gary's "Confederate Revolvers". The current replacement value as of December 1, 2001 is \$30,000.00.

Sincerely,



John Sexton
Stone Mountain Relics, Inc.

JS/lnc
no image

SPILLAR AND BURR

REVOLVER

SECOND MODEL SPILLER AND BURR REVOLVER #393 MADE AT ATLANTA -- ONE OF THE NEARLY 750 MADE AT THAT LOCATION PRIOR TO MOVING TO MACON, GEORGIA.

DESCRIPTION

- SERIAL NUMBER "393" APPEARS ON THE BOTTOM BARREL FLAT AND ON THE BRASS FRAME UNDER THE GRIPS.
- "C. S." APPEARS ON THE FRAME
- THERE ARE 2 CRYPTIC MARKS:
 - "O" ON THE WEDGE
 - "J" ON THE FRAME UNDER THE GRIP
- THIS GUN IS PICTURED IN BILL GARY'S BOOK "CONFEDERATE HANDGUNS"
- ALL PARTS APPEAR TO BE ORIGINAL

SPILLAR AND BURR

REVOLVER

SECOND MODEL SPILLER AND BURR REVOLVER #393 MADE AT
ATLANTA -- ONE OF THE NEARLY 750 MADE AT THAT LOCATION
PRIOR TO MOVING TO MACON, GEORGIA.

DESCRIPTION

- SERIAL NUMBER "393" APPEARS ON THE BOTTOM BARREL
FLAT AND ON THE BRASS FRAME UNDER THE GRIPS.
- "C. S." APPEARS ON THE FRAME
- THERE ARE 2 CRYPTIC MARKS:
 - "O" ON THE WEDGE
 - "J" ON THE FRAME UNDER THE GRIP
- THIS GUN IS PICTURED IN BILL GARY'S BOOK "CONFEDERATE
HANDGUNS"
- ALL PARTS APPEAR TO BE ORIGINAL

K & S MARKETING INTERNATIONAL, L. L. C.

TO: Whom It May Concern

DATE: February 17, 1998

RE: Spiller & Burr #393

Spiller and Burr pistol #393 was acquired by me in December, 1996, at the Nashville Civil War Show from John Sexton, Stone Mountain Relics.

To the best of my knowledge, this pistol is all original and is correct in every detail. This was confirmed by John Sexton at the time of purchase.


Kent Wall

Witness: 
Date: 2-17-98