

The Morris Collection

Catalog no.

Description

C179

U.S. Iron 6-pounder gun, Model 1831, ~~an~~ original carriage

Markings: Muzzle: JWR No. 107 (first two digits rusty but established partly by year series, in consultation with Ed Olmstead)

Over trunnions, top: U S

Left trunnion: 1837

Right trunnion: M^c W & C. 9/11
PPF

Measurements: Bore: 3 15/16 in.

Other dimensions: see ref. D, pp. 33, table 2.1, line E.

Carriage markings: On left cheek strap:

U S

WASHINGTON ARSENAL

No. 167
1832

This same cannon is described in reference D, page 35. It came from a private collection in Cleveland, Ohio. Only four others are known: Numbers 109 and 110, dated 1837, are in St. Mary's, Ohio; no. 94, also 1837, is in Eastover, Mass., and no. 22, dated 1836, is in Peoria, Ill.

The model 1831 is one of many developed between 1819 and 1862, which are described in detail in reference D. Distinguishing characteristics of this model and variation of 6-pounder are: average weight, 845 pounds; ornamental band on reinforce; decorative band separating the muzzle from the rest of the chase; rimbases, vertical centering of trunnions, and a single reinforce were other features. The cascabel has a horizontal hole of about $\frac{1}{2}$ in. dia. for bolting to the elevating screw "cage."

The barrel is in fine condition for an early cast iron piece, having many layers of old black paint which has protected the markings. It has been stored indoors for the past 30 years, which is why the iron fittings of the carriage are in such excellent condition. Remarkably, all of the major, unique fittings are on the replaced wood. This is the only surviving carriage of this type (U.S. 6-pounder flask trail) known. The rare barrel and extremely rare carriage together constitute a unique and extremely valuable piece of American history.

Ames
9/22/78

EDWIN OLMSTEAD
326 PINE ROAD
MT HOLLY SPGS PA 17065
717 486-5858

15 Jul 78

Lieut. John Morris
834 Piccadilly Circle
Charleston SC 29412

oops: Dahlgren Ordnance Museum
Box 31621
Charleston SC 29407

Dear John:

After above bad start, now that I have studied my cards there are some comments about your enclosures of 2 July.

Your #85, 12-pdr mountain howitzer; which I call Model of 1836

I have no record of an Inspector G.T.J. and do not find him in Ripley's listing pp.356 & 357. Worse yet, yours seems to be the only one we have yet carded from the lot of 12 inspected 16 Aug 68 @ Ames, so we have no inspector for the others to go by. Almost all if not all the later ones were inspected by Alexander Brydie Dyer. If you're sure enough of your "G" and your "T", I'd expect George Thatcher Balch, who inspected many pieces at Ames.

Occasional right rimbase numbers have been read on these pieces: Registry No. 18 has right rimbase 39, Registry No.28 has right rimbase 28, & Registry No.37 has right rimbase 14, while Registry No.41 has 50. We think they were tossed onto a pile when made, & pulled off for inspection, in sort of a sloppy last-in-first-out order.

YOUR #100 24-pounder Boehorn mortar, which I call Model of 1838

Registry No.207 has a LEFT rimbase number "234"; R#195, 286

Your #94 we discussed, except that I would appreciate the notes you have regarding it if you are willing to release. I can't imagine why the Ames family would be acquiring it in the 50's & forced to sell in the 60's.

YOUR #108 6-pdr GUN, BRONZE, Model of 1841

Regarding the doubtful "3" in the number at the bottom of the muzzle, if the date is a definite 1844 it must be a 131. 181 was produced in 1845.

In the past year I have run into enough iron 6-pdrs that some new thoughts are germinating regarding those which appear to have been made just prior to 1819, and several different models also of iron between 1828 and 1838. Fact of the matter is, it looks as though Columbia might have made a piece without rimbases which was obsoleted by the Walking Sticks, & then dusted off the patterns, added rimbases, added lock pieces to some but not to all, and then run them again in 1834 & 1838 after the Walking Sticks had blown up in somebody's face(s). Especially if you have any of these among the other guns you mentioned but even if not, I would be grateful to learn as much as you have sent on the bronze pieces regarding the other artillery pieces you may have. Could I study and photograph them myself sometime when visiting Warren without too much trouble?

Yours,

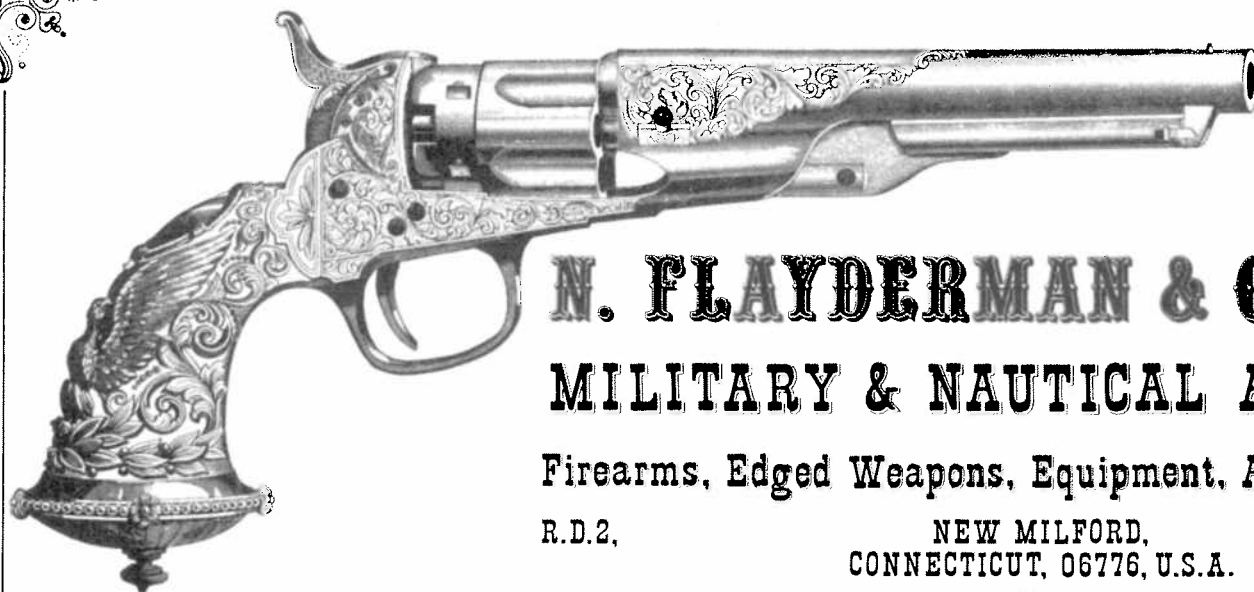


KNOWN SURVIVING CW FIELD ARTILLERY
IN BORE-SIZE ORDER
* = INFERRED DATA
11/25/87

TYPE & MODEL	MTL	FOUNDRY	REG#	INSP	FDY#	YR	WEIGHT	GRVS	CITY or SITE	ST	REMARKS	WEG#
-pdr iron gun - unknown model I		Bellona				34	778		Akron	NY		702
-pdr iron gun - unknown model I		Bellona					778		Batavia	NY		322
-pdr iron gun - unknown model I		Columbia	15			28			St. Louis	MO		NOT
-pdr iron gun - unknown model I			19	JWR		36			Chelsea	MI	privately-owned	
-pdr iron gun - unknown model I		Columbia				36			Morristown	NJ		
-pdr iron gun - unknown model I		Columbia				36			Morristown	NJ		
-pdr iron gun - unknown model I		Columbia	23	*JWR		36	*842		Ft. Pulaski NM	GA		347
-pdr iron gun - unknown model I		Columbia	30	*JWR		36	*844		Ft. Niagara	NY		
-pdr iron gun - unknown model I		Columbia	40	*JWR		36	*852		Ft. Niagara	NY		
-pdr iron gun - unknown model I		Columbia	302						Ft. Sill	OK		
-pdr iron gun - unknown model I		Columbia	305						Ft. Sill	OK		
-pdr iron gun - unknown model I		FPF	17	*JWR		36	*828		Akron	OH	privately-owned	
-pdr iron gun - unknown model I		FPF	22	*JWR		36	822		Peoria	IL	privately-owned	
-pdr iron gun - unknown model I		FPF	23	*JWR		36	831		Highland	IL		KB
-pdr iron gun - unknown model I						36	840		Springfield	IL	privately-owned	
-pdr iron gun - unknown model I		FPF	109	JWR		37	837		St. Marys	OH		1161
-pdr iron gun - unknown model I		FPF*	94	JWR		37	*817		Lenox	MA	privately-owned	EO
-pdr iron gun - unknown model I		FPF	110	JWR		37	823		St. Marys	OH		1160
-pdr iron gun - unknown model I		FPF				37			Elmore	OH	privately-owned	
-pdr iron gun - unknown model I				TWR					Batavia	NY		321
-pdr iron gun - unknown model I							754		Perryville	KY		
-pdr iron gun - unknown model I		FPF							St. Louis	MO		NOT
-pdr iron gun - unknown model I									Amesbury	MA		TMM
-pdr iron gun - unknown model I									Amesbury	MA		TMM
-pdr iron gun - unknown model I									Amesbury	MA		TMM
-pdr iron gun - unknown model I									Amesbury	MA		TMM
-pdr iron gun - unknown model I									Cobleskill	NY		
-pdr iron gun - unknown model I									Hamilton	NC		
-pdr iron gun - unknown model I									Hamilton	NC		
-pdr iron gun - unknown model I									Mansfield	LA		
-pdr iron gun - unknown model I									Neodosha	KS		
-pdr iron gun - unknown model I									Peebles Island	NY		
-pdr iron gun - unknown model I									South Bend	IN	privately-owned	JFB
-pdr iron gun - unknown model I									St. Charles	MO	privately-owned	
-pdr iron gun - unknown model I									Sunbury	PA		
-pdr iron gun - unknown model I									Vermont	IL		1516
-pdr iron gun - unknown model I									Wilmington	NY		

1 Record count = 37

2 Record count = 37



N. FLAYDERMAN & CO., INC.

MILITARY & NAUTICAL ANTIQUES

Firearms, Edged Weapons, Equipment, Arms Literature

R.D.2,

NEW MILFORD,
CONNECTICUT, 06776, U.S.A.

TELEPHONE
203-354-5567

To whom it may concern:

Jan 25, 1985

This letter will serve to verify the fact that the following described cannon was acquired by ourselves from a thoroughly legitimate source for which we have in our files back-up paperwork. Of course, we at N. Flayderman & Co. guarantee the legitimacy of the cannon and the fact that it is free and clear of any liens, encumbrances or other attachments and that the current owner may feel confident in leaving full title to its ownership. Description:

U.S. Model 1831 six-pounder iron cannon lbr
Serial #107 mko "M & W & C. / PPF" on left
trunnion and "1837" right trunnion and "U.S." at top of
br. Iron strap on rt. cheek piece mko "U.S. / WASHINGTON
ARSENAL NO 164 - 1832"

Norman Flayderman, President



DENNIS E. LOWE

MILITARY AND PHOTOGRAPHIC AMERICANA

BOX 275, R.D. #1

PORT MATILDA, PA 16870

TELEPHONE (814) 238-0805

10 January 1985

Sold to John Morris, one US M1831 6 Pdr cannon. The tube and iron furniture on the carriage are original, the wood on the carriage and the wheels are C. 1890 replacements/restorations.

The tube is marked as follows:

Right trunnion: "McW & Co. P. F. P."

Left trunnion: "1837"

Top of barrel: "US"

Muzzle: "JWR No. (1)07"

The face of the carriage strap is maked" US Washington Arsenal 1832"

This gun was purchased by me in December 1984 from Mr. William Evans of Cleveland, Ohio.

Dennis E. Lowe

Muzzle - SWR

NO. —

TOP OF BARRIL

CS

TRUNNION - MEM - Co

P P F

TRUNNION - 1837

BORR. - $3 \frac{15}{16}$ "

58" long

ing. Iron mated
ing. 45 oak Arsenal
restored
1899.
1832
\$8,000.



CAR HALL - Reichekoll - Sat. 12/26/84

Dear John, (→) Sat P.M. - 4:00 PM.
5-6 mi from Coll. on
Rt. 322 turn left

Here is a picture of a
cannon that a friend of mine has for
sale. The wood is new, but all the
iron is original, and marked.

All the info is on this paper he gave
me. If you are interested give him a
call in the afternoon. He lives up
by state college, Pa.

His name is Dannie Lowe

Phone 814-238-0805

tell him you got the photo for

Ronnie Byrnes if you call him

Call him Friday P.M. to confirm
visit on Sat. P.M.
He'll be at Gettysburg like your friend
show on Sat P.M.

Ron Byrnes.

my No. is 301-795-0561



DENNIS E. LOWE

MILITARY AND PHOTOGRAPHIC AMERICANA

BOX 275, R.D. #1

PORT MATILDA, PA 16870

TELEPHONE (814) 238-0805

5 JAN. 85

Sold to John Morris one US M1831
6 pd. Cannon.

Price

\$ 7650.00

Paid

\$ 500.00

ch#8

\$ 7150.00

Balance due upon delivery

Dennis E. Lowe

1/10/85

Rec'd ch#113 NFEU

payable to Dennis Lowe

amt: \$7150.- for

1831 6 pd. cannon

N. 107 1837

Pres E. Yearis Sr.

PH. Vester's file date

A86 527A

Yearis

Red
1930 Custom 2003
Pickup - Ford?

A

SYSTEM

OF

EXERCISE AND INSTRUCTION

OF

FIELD-ARTILLERY,

INCLUDING MANOEUVRES

FOR

LIGHT OR HORSE-ARTILLERY.

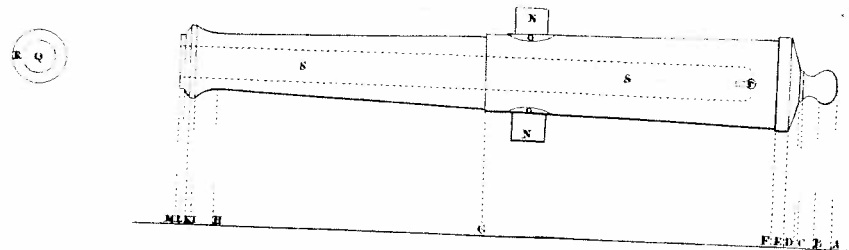
PUBLISHED BY THE DEPARTMENT OF WAR, UNDER THE AUTHORITY OF
AN ACT OF CONGRESS OF THE 2D OF MARCH, 1829.

BOSTON:

HILLIARD, CRAY, LITTLE AND WILKINS.

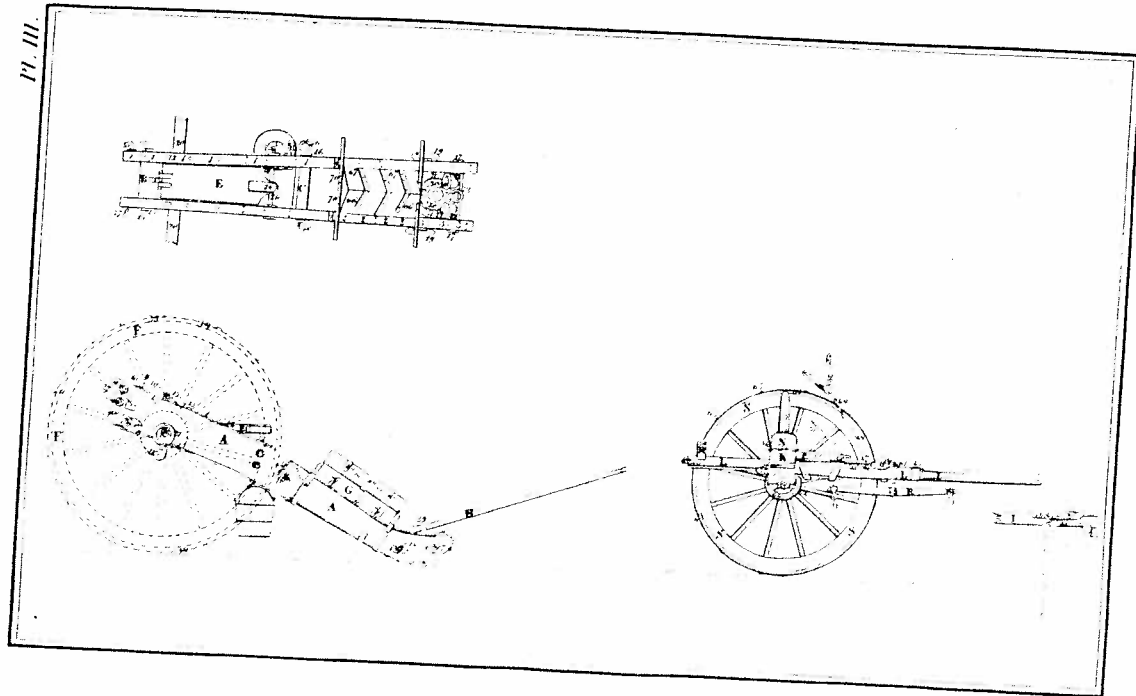
Printed at the Boston Type and Stereotype Foundry.

1839.



From A to B Caiscable
 B to C Neck of the caiscable
 C to D Fillet of the breech
 D to E Breech
 E to F Breech plate band
 F to G Breech cover
 G to H Chase
 H to I Concave curve of the muzzle
 I to K Convex curve of the muzzle

From K to L Fillet of the muzzle
 L to M Trunnions
 N N Ramp
 O O Vent & Vent field
 P Mouth
 Q Lip
 R Bore



ARTILLERY TACTICS.

NOMENCLATURE.

THE instruction of an artilleryist commences with the Nomenclature of the different parts of Cannon, Gun-Carriages, Implements, and Calissons.

- 1st. Of the Gun.
- 2d. Of Field Gun-Carriages—Wood—Iron.
- 3d. Of the Limber of a Field Gun-Carriage, and the Ammunition-Box—Wood—Iron.
- 4th. Implements for Field-Pieces.
- 5th. Calisson—Wood—Iron.

Of the different Parts of Field Guns. (Plate I.)

- | | |
|--|---------------------------------------|
| From A to B.—Cascable. | From I to K.—Plane of the Muzzle. |
| " B to C.—Neck of the Cascable. | " K to L.—Convex Curve of the Muzzle. |
| " C to D.—Fillet of the Breech. | " L to M.—Fillet of the Muzzle. |
| " D to E.—Breech. | N. N.—Trunnions. |
| " E to F.—Breech-Plate Band. | O. O.—Rimbases. |
| " F to G.—Reinforce. | P.—Vent and Vent-Field. |
| " G to H.—Chase. | Q.—Mouth. |
| " H to I.—Concave Curve of the Muzzle. | R.—Lip. |
| | S. S.—Bore. |

Of the Twenty-four-Pounder Howitzer. (Plate II.)

- | | |
|---------------------------------|-----------------------------------|
| AB.—Button, including the Neck. | LM.—Concave Curve of the Muzzle. |
| BC.—Fillet of the Breech. | MN.—Plane of the Muzzle. |
| CD.—Breech. | NO.—Convex Curve of the Muzzle. |
| DE.—Breech-Plate Band. | OP.—Muzzle. |
| F.—Vent. | ST.—Chamber. |
| G.—Vent-Field. | TU.—The Half-Round. |
| H.—Trunnions. | UV.—Diminished part of the Bore. |
| I.—Rimbases. | VW.—Cylindrical part of the Bore. |
| K.—Reinforce. | |
| KL.—The Chase. | |

Of Field Gun-Carriages. (Plate III.)

WOOD PARTS.

- | | |
|------------------------|------------------------|
| A.—2 Flasks. | F.—2 Wheels. |
| B.—1 Breast-Transom. | G.—1 Ammunition-Box. |
| C.—1 Pointing-Transom. | H.—2 Trail-Handspikes. |
| D.—1 Trail-Transom. | I.—1 Water-Bucket. |
| E.—1 Pointing-Plate. | |

Of the Limber. (Plate III.)

WOOD PARTS.

- | | |
|----------------------|---------------------|
| J.—1 Tongue or Pole. | O.—1 Splinter-Bar. |
| K.—1 Axletree-Body. | P.—1 Hound-Box. |
| L.—2 Hounds. | Q.—1 Swingtree-Bar. |
| M.—1 Sweep-Bar. | R.—1 Swingtrees. |
| N.—1 Bolster. | S.—2 Wheels. |

MONROE COUNTY HISTORICAL COMMISSION

126 SOUTH MONROE STREET
MONROE, MICHIGAN
48161

Mrs. Patricia Vincent, Chairman
William N. Capaul, Vice Chairman
Dr. James DeVries, Secretary

TELEPHONE (313) 243-7137

Mrs. Berneice Knaggs Lohman, Member
Mrs. Peggy Thomas, Member
Matthew C. Switlik, Director

8 Feb 85

Need answer

Dear John,

I was delighted with the photos of your carriage and the St. Augustine carriage which I knew nothing about. Do you know of any other early US carriages? I understand that New Windsor Cantonment has the lower part of a trail, dated to the 1780's. Beyond that examples have escaped me.

Our darkroom is temporarily out of order, due to installation of a recently donated graphic arts camera --a monster about 8 ft long and in several pieces. As soon as I get a chance will send better photos, also will send limber photo from Fremont Ohio, possibly original limber with box which fits between flasks.

Sent letter to NPS at St. Augustine requesting more photos and data on that carriage. Hope to visit there in April.

Your question about the cost of wheels and axle on the 1832 carriage is difficult to answer--some of it depends on whether future research indicates a wood axle body and related straps is needed. I will be building some early style wheels with early spoke configuration and nailed tires, sometime later this year. I would build wheels for \$1000 per pair, treated for outdoor use (Osmose plant is nearby--they can take a whole wheel in their pressure cylinder). Axle tree and related straps, with wood body, probably in the 350-450 range. As for ammo box, I would hesitate to guess at this point.

On another subject**

My most pressing project is to develop pressure data on various grades of blackpowder now available, plus Pyrodex. Am on the trail of a test facility (APES Inc, located at former government test range at Fort Clinton Ohio). Do you know of anyone who deals with APES? I understand the company is owned by Mr. Stoner, who invented the Armalite system. Various companies in Detroit go down there to test armor and projectiles. Would appreciate any comments you may have.

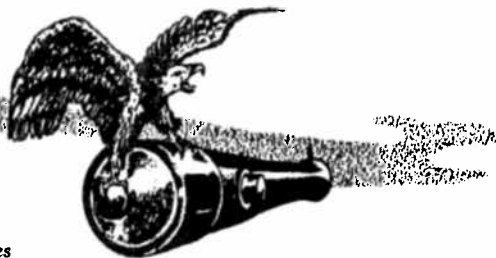
Sincerely,

John

Antique Ordnance Research
and Consulting

Custom Restoration Supplies
and services

FEID 38-2362121



MUSEUM & COLLECTOR SPECIALTIES COMPANY

38 E. Elm Ave.
Monroe, Michigan 48161
Phone (313) 243-6347
Matt Switlik, owner

22 January 1985

John Morris
7204 Danford Ln
Springfield VA 22152

Dear John,

no phone listing

I have located this address for John Hooper: 8 Fox Hollow, Joshua Texas 76013
It appears to have been current about this time last year. Good Luck.

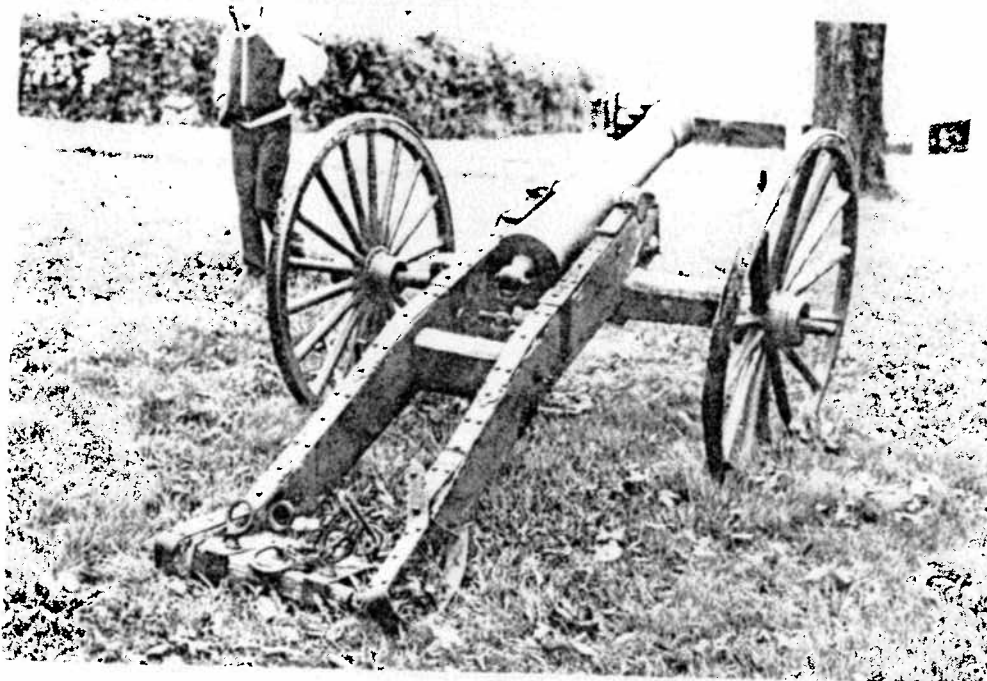
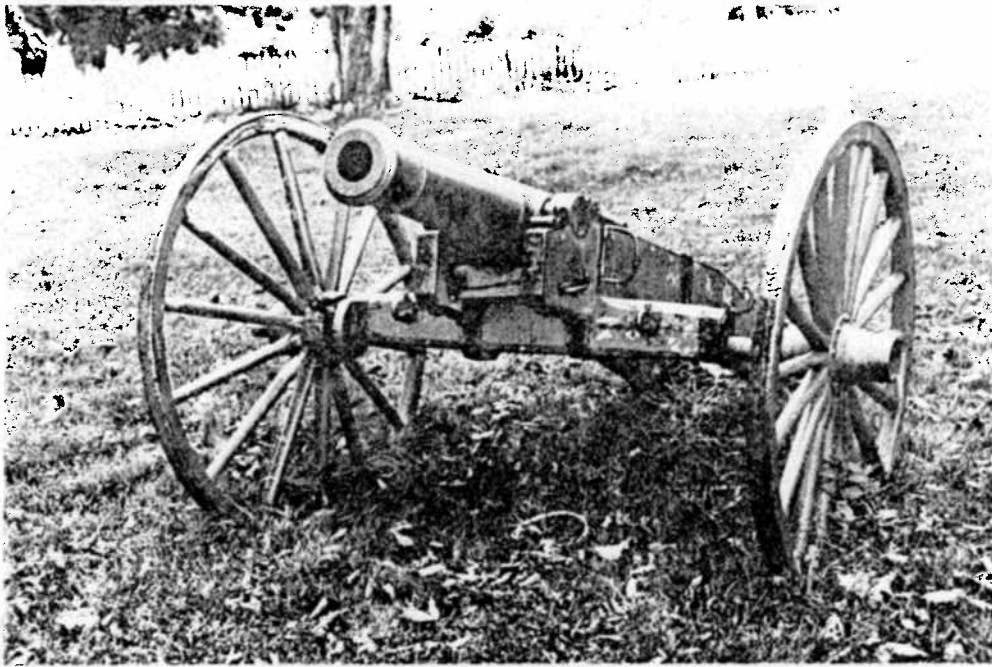
(817) _____

The photo of the 1832 carriage is exciting. Hope it will be available for study. One thing it seems to say--Washington Arsenal carriages in that period varied dramatically from Watervliet.

Will make copies of the photos from Maine, as soon as possible--meanwhile thought you could find the enclosed xerox's interesting. The 1831 Watervliet carriages have very sharp angles in the irons, hinged caps with double keys. (Wheels pictured are not right) Note wheels and carriage variants in the 1864 photo. I had a pair of wheels with nailed tires, very similar to the carriage on the right in the Dearborn photo--put them on the restoration of the 1834 "conversion" which I traded to NPS in 1976. (Will send photo later) *Xerox enclosed*

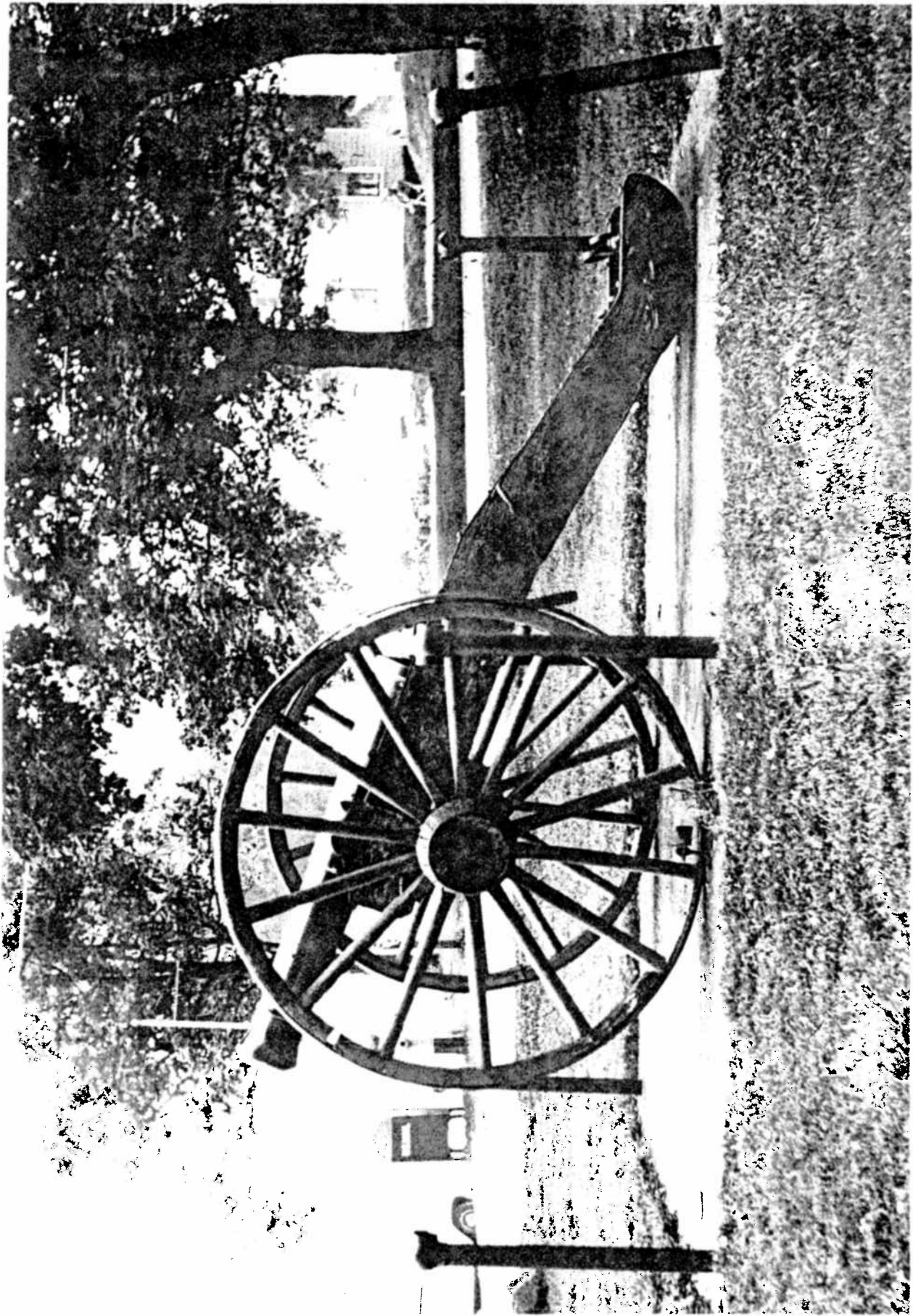
I would be very interested in seeing more photos of the Washington carriage.

I made an offer to the village of Lubec Maine to restore their carriage by conserving the remaining wood and impregnating the rot to harden it, and build new wheels--for about \$2500--am both sorry and relieved that they did not take me up on the offer last year. My personal objective was to dismount and draw up the irons.



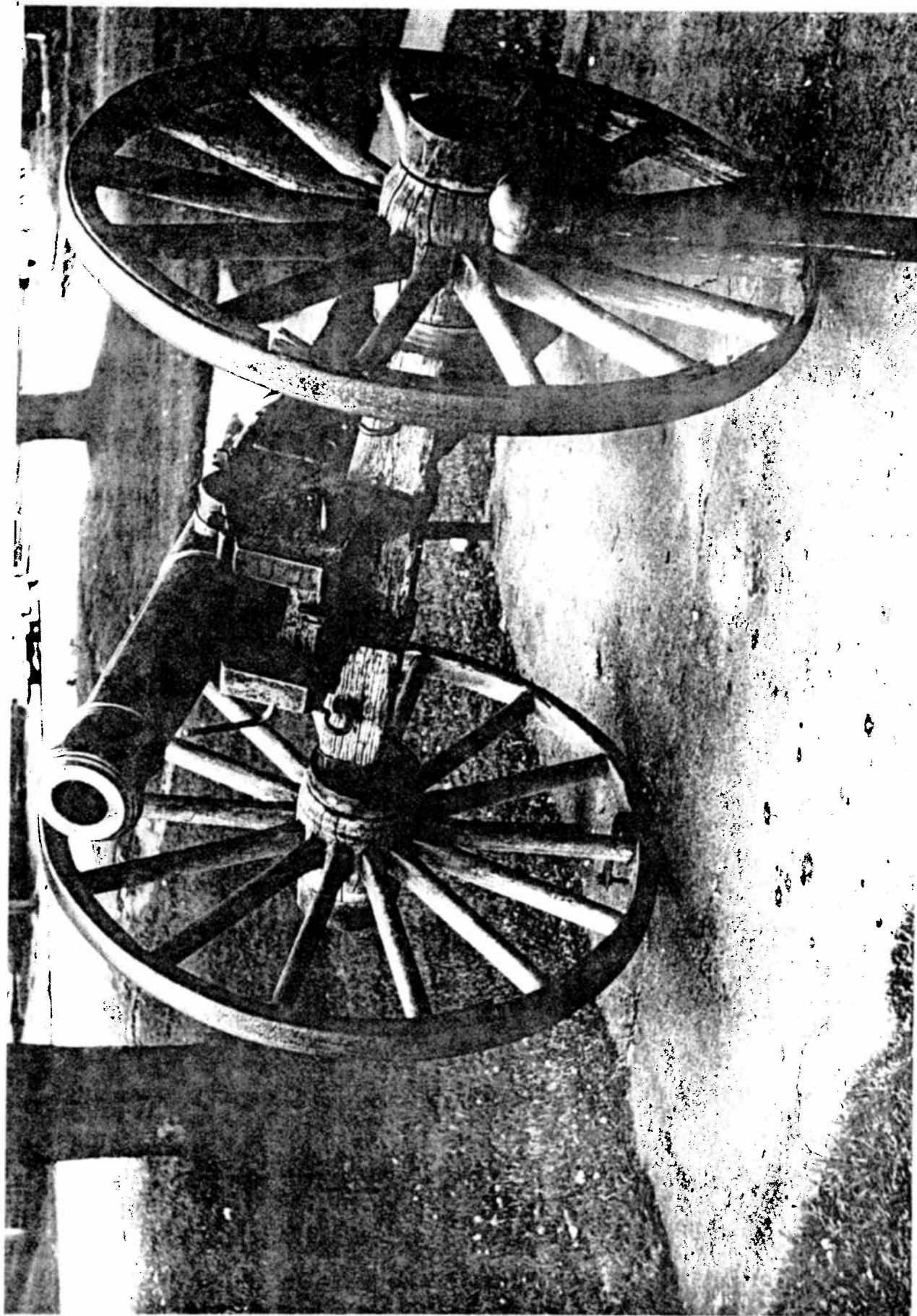
wood is
original
(except wheels)

Lubec Maine Sept 1983

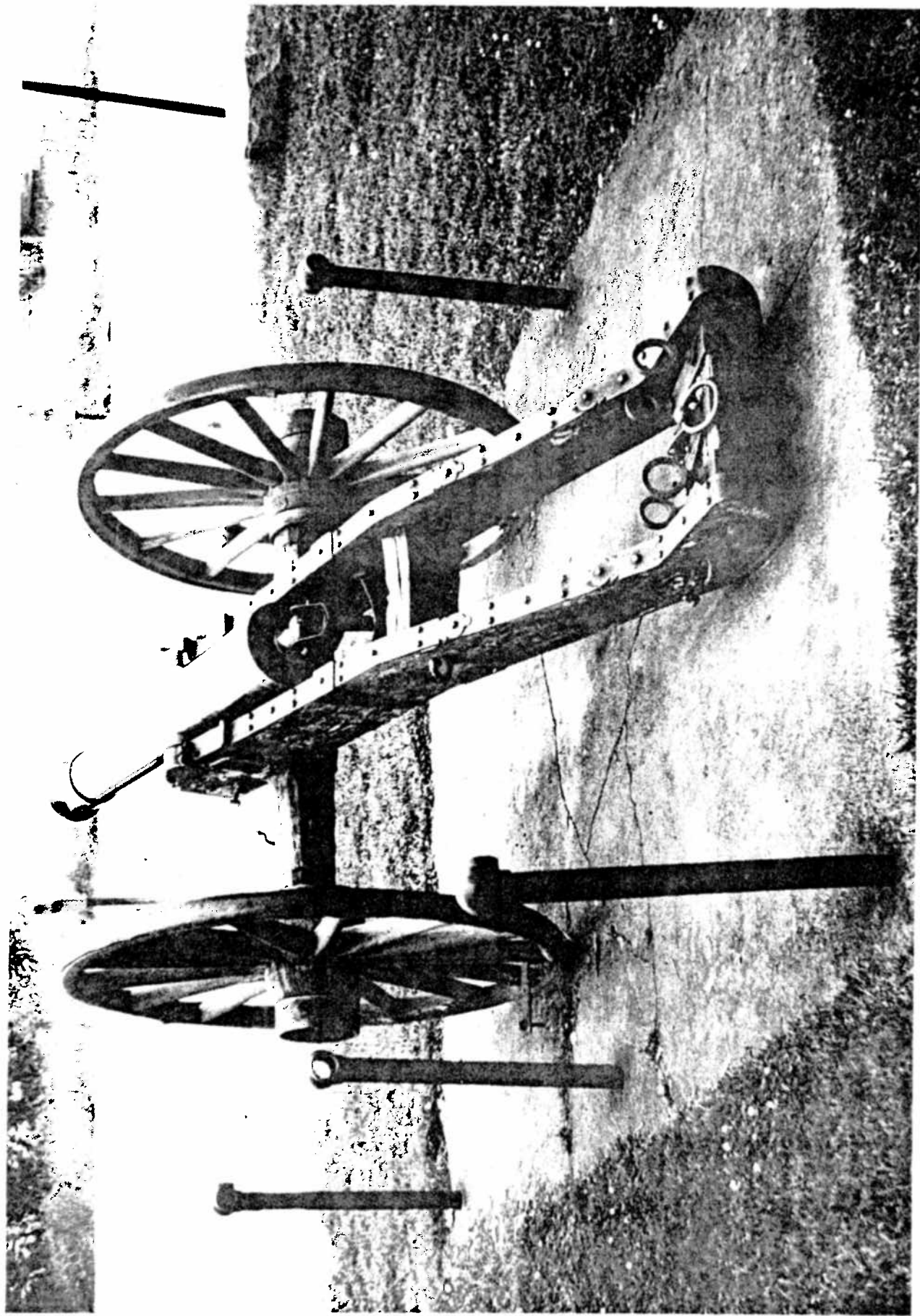


Wheel not original

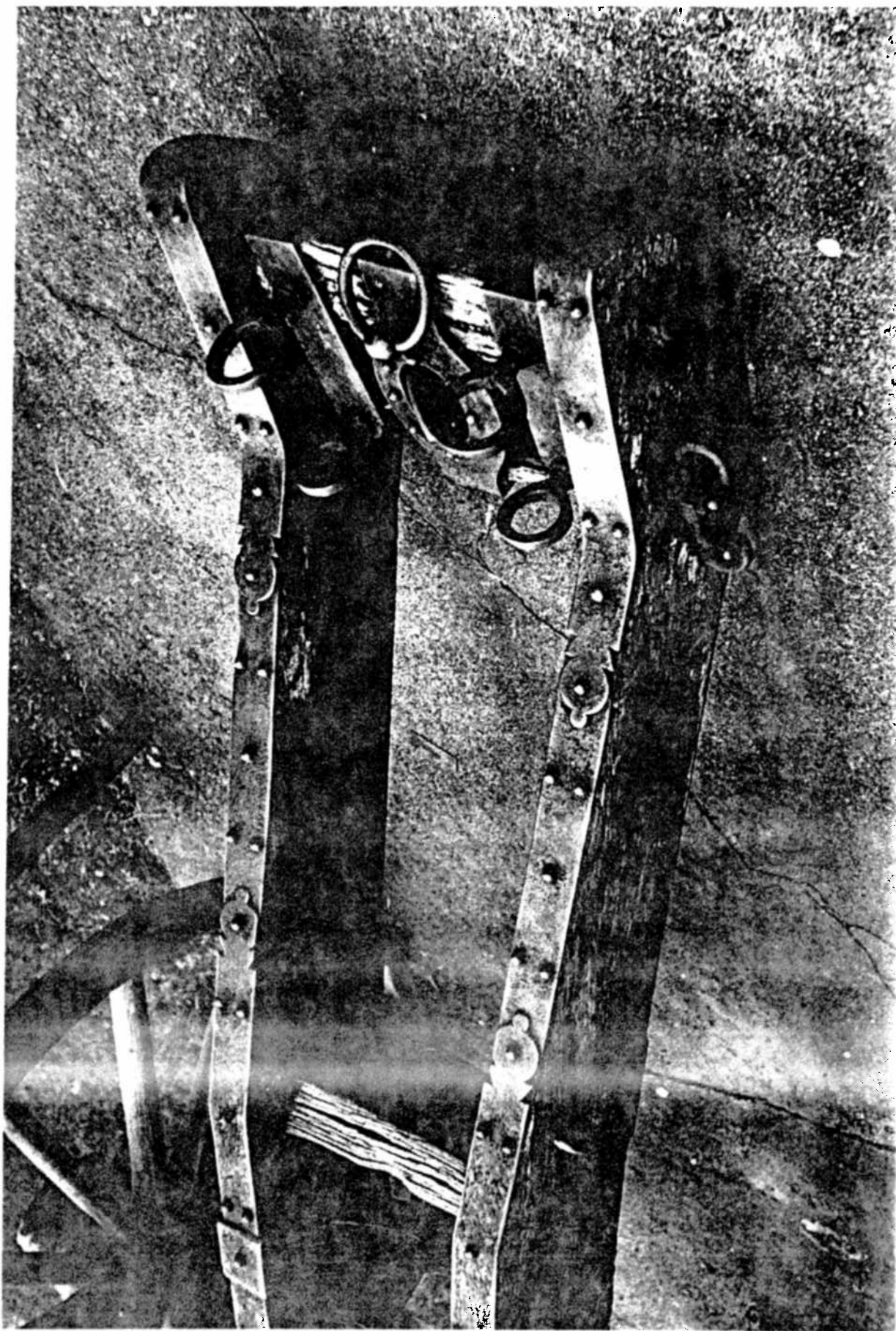
Eastport Maine - 1964



1964



1964



1964

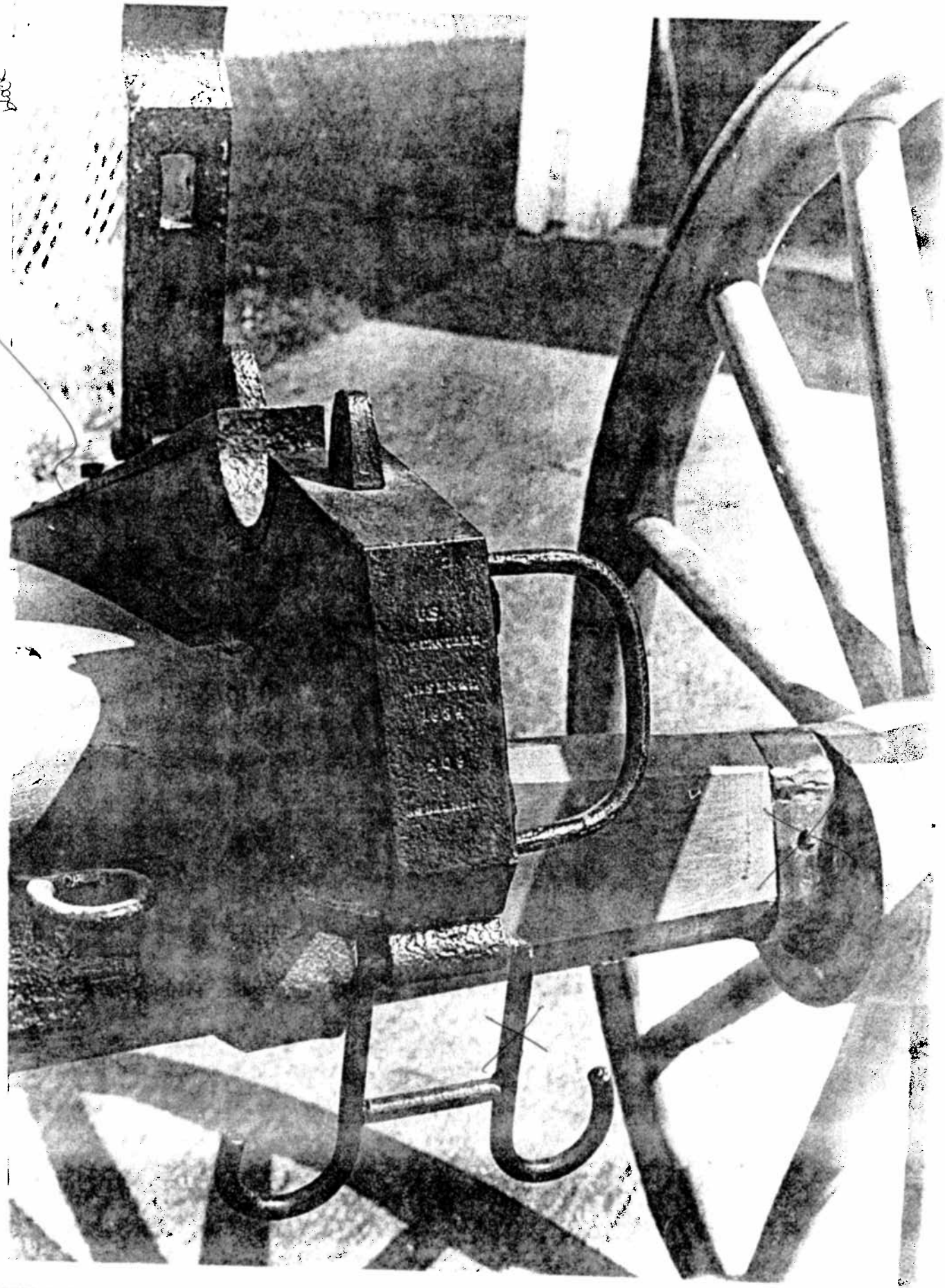
Conversion Carriage
Randalls are iron banded & wedged to block

US
Waterwheel
Arsenal

1834

209

Inspector
cannot
be certain

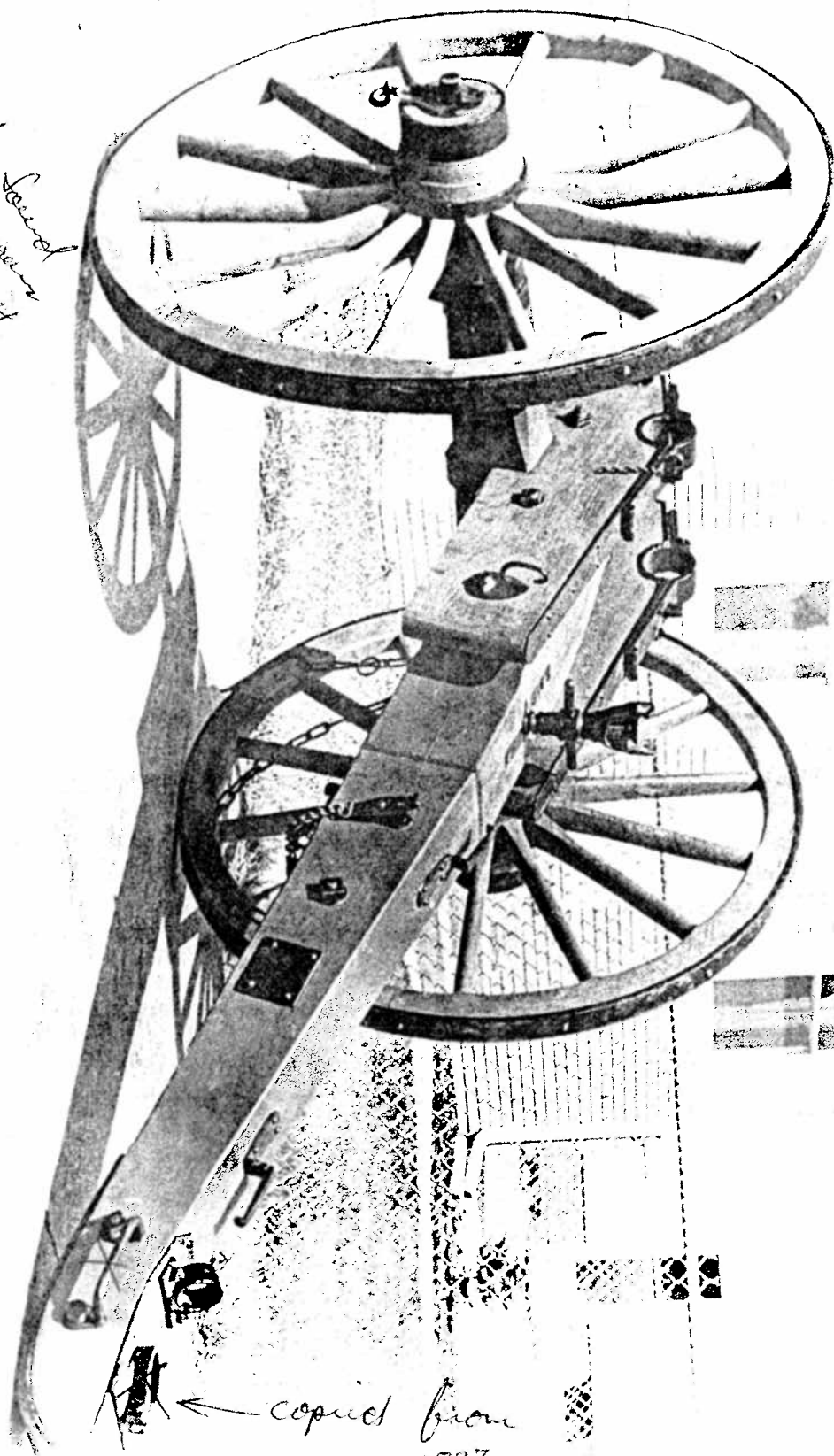


Iron 95% original
X - marks repro part

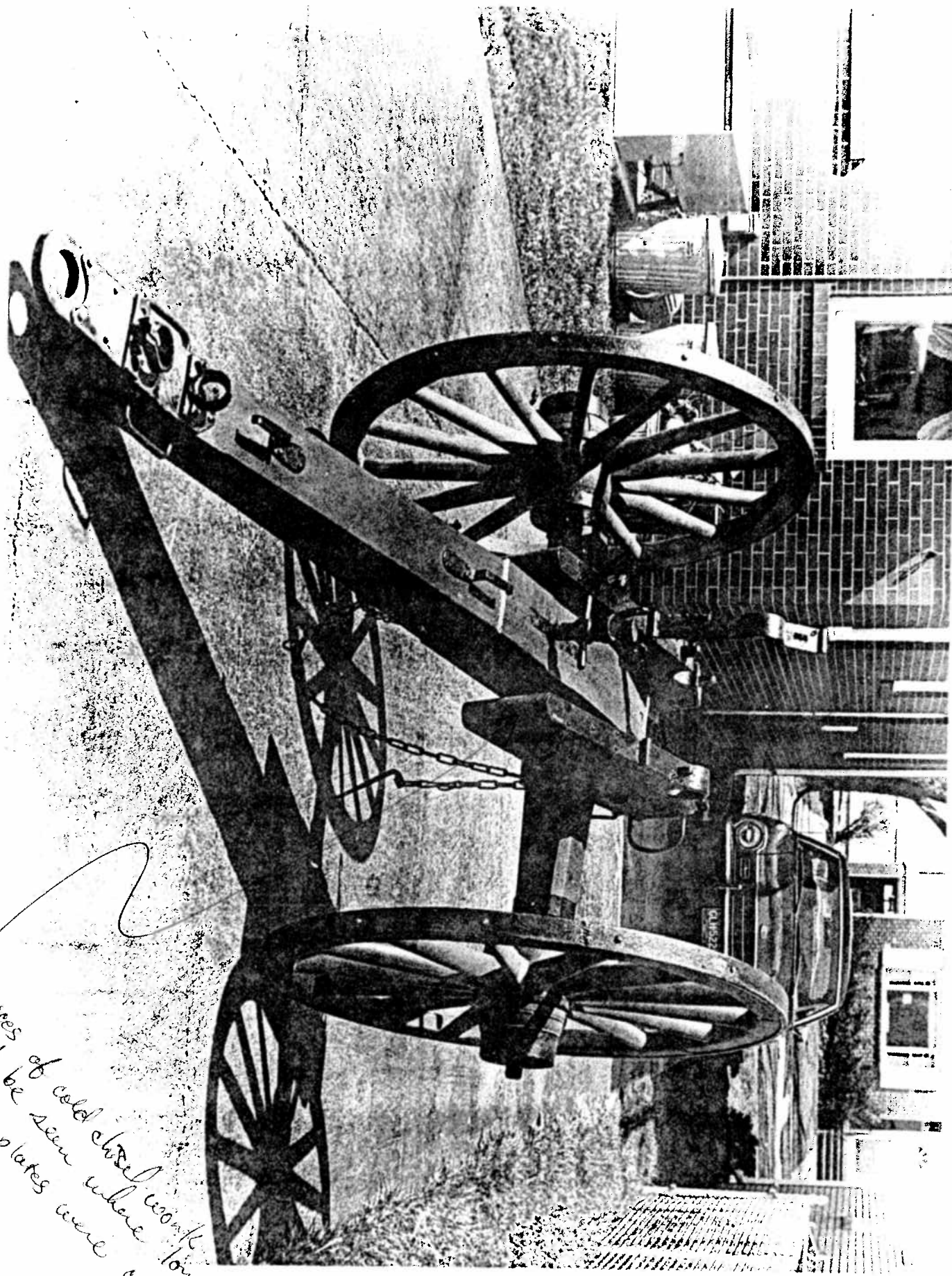
In most cases at least one part
of a pair (ie axle bands) survived.

Wheels found
at Banerwar
in 1964

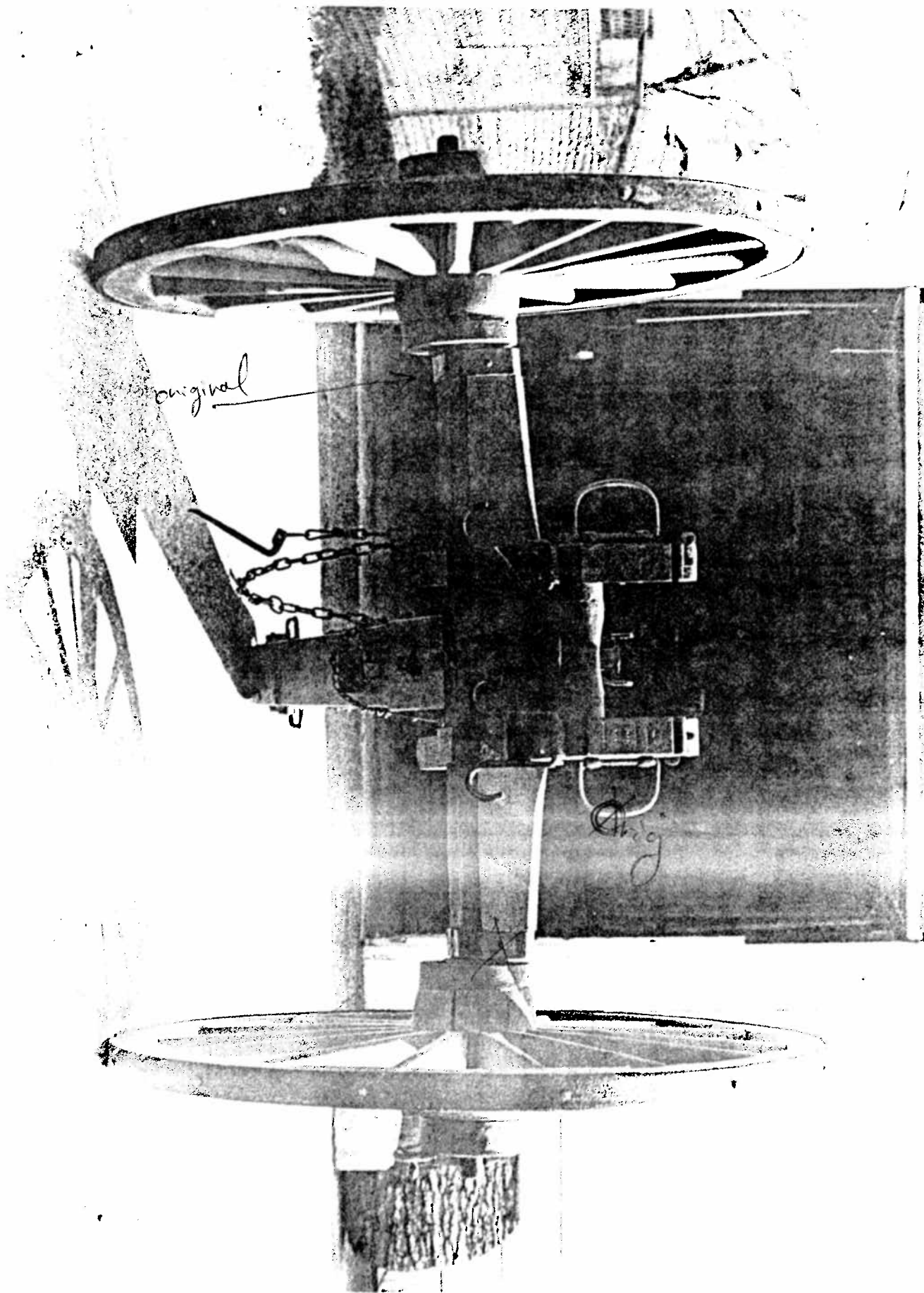
It was alleged to have come
from New England and was
an east coast collector.

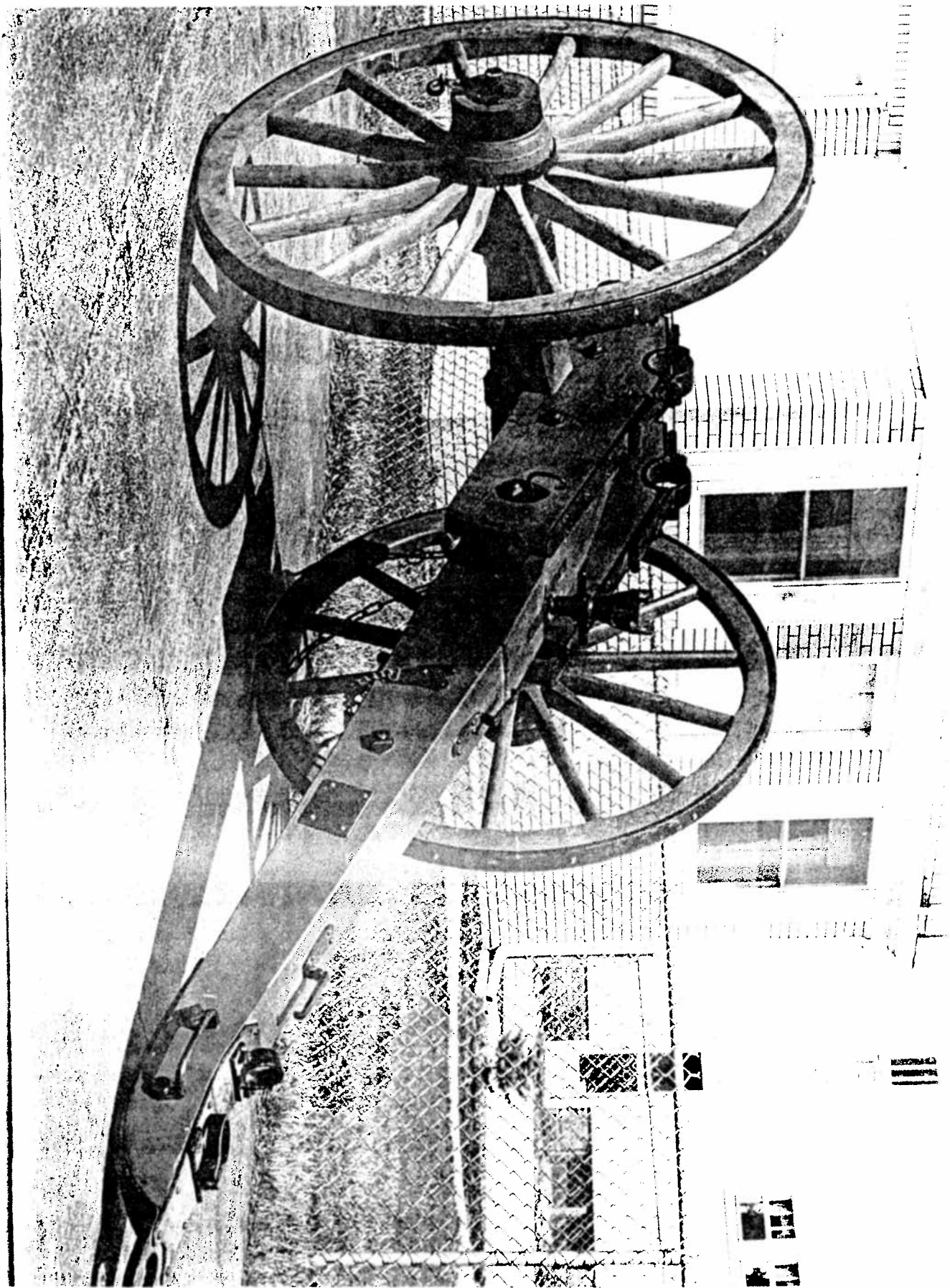


← copied from
1837 carriage



traces of cold chisel work
could be seen where long
flange plates were cut





1837
 1857
 1858
 1859
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 1861
 1862
 1863
 1864
 1865
 1866
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WALTER BRYANT & CO.

Iron, Oil and Leather Store,

No. 233 Liberty street,

PITTSBURGH.

Have constantly on hand, a general assortment of Spanish, Hide, Tanners' Oil, Tanners' and Curriers' Tools, Leather of all descriptions in the rough and finished, which they offer for sale on the most liberal terms.
N. B. Liberal advances will be made to those who leave Leather for sale on commission.

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WHOLESALE AND RETAIL

LEATHER, HIDE, AND OIL STORE,

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PITTSBURGH.

J. & F. KEEFER,

MANUFACTURERS OF

Copper, Tin, and Sheet Iron Ware,

No. 44 Market street,

PITTSBURGH.

JOHN DAVIS & CO.

Biscuit and Cracker Manufactory,

Point Steam Mill,

PITTSBURGH.

FREEMAN & MILLER,

IRON FOUNDRIERS,

Penn street, near the Exchange,

Pittsburgh.

John Freeman, }
Alex. Miller. }

MEDLEY, WADE & CO.,

Penn Foundry & Steam Engine Factory,

NORTHERN LIBERTIES,

Warehouse No. 58, Front street, Pittsburgh.

Smyth, Royer & Co.

IRON AND NAIL MANUFACTURERS,

Penn street, near the Exchange,

PITTSBURGH.

WARDEN, NICHOLSON & CO.

Steam Engine Builders,

AND IRON FOUNDRIERS,

Front and Second streets, cor of Redoubt alley,

Pittsburgh.

GEORGE E. SCHWARTZ,

DENTIST,

No. 72, Liberty street,

PITTSBURGH.

