

EXCERPT IN ENGLISH



The bridge at Strömparterren constructed by J.P. Johansson

From the contents:

"Anders Zorn's bridge" at Strömparterren

The pipe wrench 110 years old

J.P. Johansson's America journey 1916

The chairman's message

Etcetera

THE CHAIRMAN'S MESSAGE

Märta Östring is dead



Märta Östring

Matilda and J.P. Johansson's grandchild, our member, Märta Östring, died the 14th of March at her home in Stockholm. She was 83 years old.

Märta Östring was a devoted supporter of J.P. Johansson-sällskapet and was involved from the very start. Together with her sister Brita Hammar she combined actively in developing the association. We got a lot of information about J.P. and many things to the museum. Märta Östring was the daughter of Matilda and J.P. Johansson's youngest child; Ingrid (1890-1954), and her husband Harry Hammar. Together with Märta one link to J.P. Johansson has disappeared. She had a great interest in her grandfathers success as an inventor and industrialist. Many times she expressed her satisfaction about the establishment of J.P. Johansson-sällskapet.

The cover picture

At the first page you see the bridge at Strömparterren, which J.P. Johansson constructed in 1893. The bridge is close to the library and leads over the Enköpingsån. It's to hundred per cent a work of J.P. Johansson. See the proposal from the Cultural Committee in Enköping at page 11 to name the bridge to Anders Zorn bridge.

Very good member stream

The financial year 1997 was very good thanks to the increase of members. In the autumn we had the pleasure to welcome our 500th member.

110 years at Fanna

Last year it was 110 years ago since J.P. Johansson moved both private and also his company Enköpings Mekaniska Werkstad to Fanna. We wrote about that in the last issue. What we didn't have time to publish in the last membership magazine was the memorial tablet, which we together with Sandvik Bahco put up in front of the entry.

Hans E Söder

JP JOHANSSON'S AMERICA JOURNEY

We start the series of articles about J.P. Johansson's America journey 1916, in describing the spirit of the age during the first world war and also some important events in J.P. Johansson's life.

In 1916 J.P. Johansson transferred all his shares in AB Enköpings Verkstäder to his son, Hannes Brynge and AB B.A. Hjort & Co. At that time he was sixtytwo years old and had been a self-employed person and manager for thirty years. He had developed the first modest business in a little forge to an industry of great importance and with products which were sold all over the world. Even then he had a thirtyone year old experience as an inventor and he had taken many patents. He was also engaged as a member of the board in other companies and he had an extensive local-government engagement.

After being sick for many years, J.P.'s wife Matilda died in 1914, fiftyeight years old. The miss after her and a lot of work to be done during many years promoted him to slow down and grudge himself an American journey. As you know both his parents and all of his six sisters and brothers emigrated to Minnesota in the 1880's. To visit them and his eldest daughter Tyra, was certainly very attractive.

World war going on

The shots in Sarajevo is considered to have started the first world-war. Europe was a powder-house and almost all countries took part in the armaments. In August 1914 the war broke out. The Swedish government made out a policy of neutrality. The German warfare at sea although suffered the Swedish merchant navy a heavy loss. The German way of laying mines and torpedoing were until J.P.'s departure in 1916 very painful for the Swedes. 128 people died and the tonnage were reduced by 50 000 gross ton. Since the autumn 1914 totally 14 ships had been torpedoing, been blown up and burnt down. However Germany had been forced to abandon the unlimited submarinewar, which was meant to sink merchant ships without warning and saving of human lives. The war incidents did not stop J.P. Johansson to plan and carry through the journey. Any alternatives to cross the Atlantic Ocean by boat did not exist. Airship were certainly used during the war for example bomb outrages against London, but not for passenger traffics until in the thirties. Regular air service to America was not opened until after the second world war. To wait till after the war was not current, since nobody knew how long it would continue. He surely thought that the journey was urgent since his mother was very old. She has had her 86th birthday the 22nd of April the same year.

J.P. Johansson's own notes about the journey

Wednesday the 31st of May: At home. The German navy won a great battle over the English navy.

Thursday the 1st of June: Went to Carlsson's at Ingby with Steen's motor boat. I bought 10 armful of good wood and five rotten. The temperature +11°C.

Friday the 2nd of June: I have fixed my bankbusiness and taken out an insurance for SEK 25 000. I have finished the work with the peat-moss. Have recieved travellers letter of credit for SEK 3000. Deposited SEK 3500 in Tyra's books. For depositing SEK 6000. The temperature +11°C, rain.

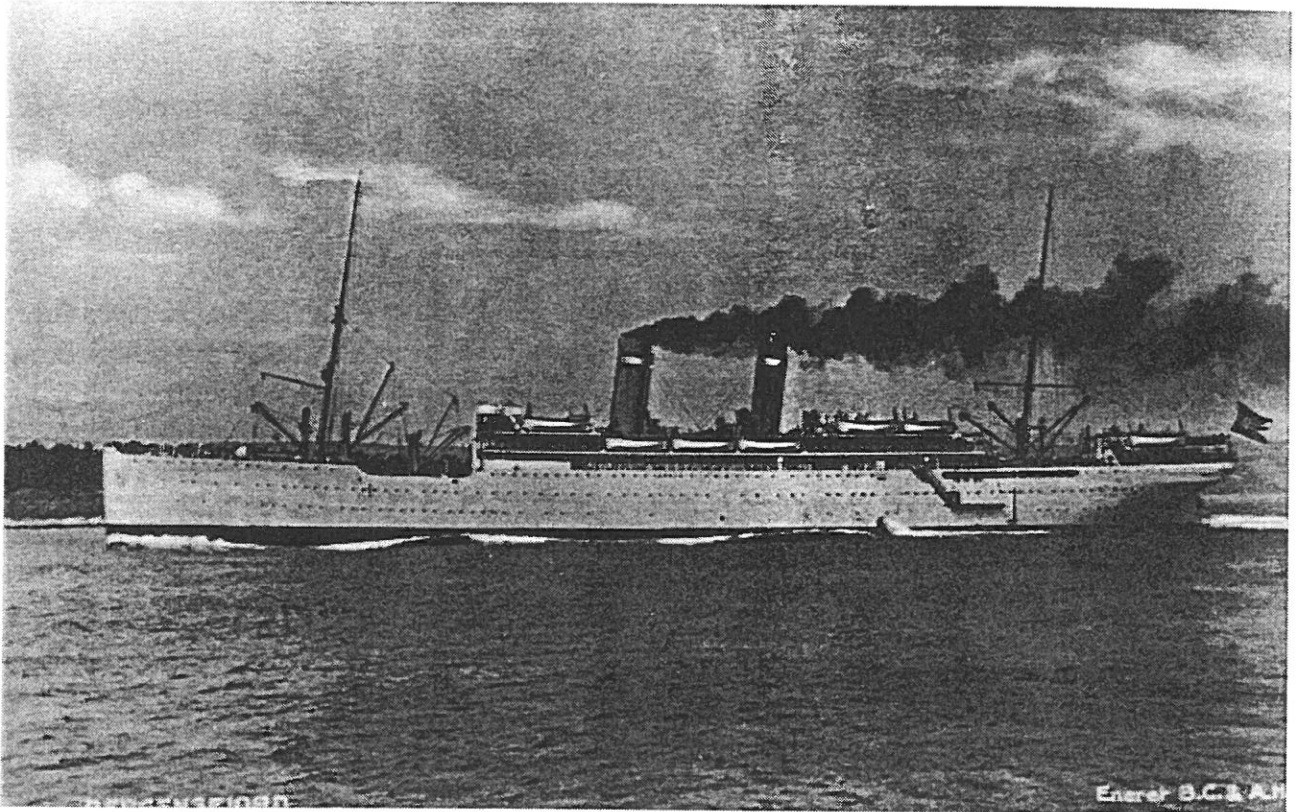
Saturday the 3rd of June: Went to Stockholm by train. Dinner at Royal together with Harry and Ingrid. Left by train from Stockholm at 9:21 pm for Kristiania (Oslo). The temperature +12°C.

Sunday the 4th of June: Woke up in Charlottenberg. Together with my travelling-company Berge and engineer Kurt Segerlind, Stockholm, born in 1887, I went up the hill Holmenkollen. We also took a walk round the castle. Nice weather. Stayed at hotel Nobel. The temperature +12°C.

Monday the 5th of June: Travelled from Kristiania to Bergen. Segerlind and I were seperated on the forth of June. Very beautiful views, tall grass and the fruit-trees were in bloom in the valleys. The leaves were smaller up the mountains, where the snow started. The small mountain streams looked like milk running down the hills. The railway went in enormous curves and we went through lots of tunnels. Came down to the lowland, but there were still some mountains on both sides all the way to Bergen, so you couldn't get a wide view.

Tuesday the 6th of June: Took a walk around Bergen and up the Flöten, which is 300 meters over the sea. It took me one hour and twenty minutes to go up. A wonderful view. Bergen is mostly narrow and dirty. The fire took away a part of the old Hanseatic City, but there is quite a lot left.

Wednesday the 7th of June: Have shared room with Martin Johansson from Kristiania. I have bought a new suitcase for SEK 43,50. At eight a.m. I went on board at Bergenfjord. Sailed away at noon. Good weather. Small swells. Had a good sleep!



The America Boat Bergenfjord. With this boat J.P. went from Kristiania over the Atlantic Ocean to New York.

Thursday the 8th of June: Cabinpartner Nynäs from Kristiania. Good man. At five o'clock we were piloted to Kirkevad, where many boats were laying waiting for inspection. Our passports have been checked by two Germans. Lots of mail were brought ashore. I became acquainted with the oil- and graphite business man Wibe from Kristiania. The temperature +10°C.

Friday the 9th of June: Half past eight the danish America boat Christiania arrived for inspection. Two Dutch Ships and one Broströms were waiting. We were free at half past eight in the evening. I had a good night. The temperature +10°C.

Saturday the 10th of June: Brilliant weather. Small swells. We got up at half past eight. Breakfast 9-10. Lunch 1-2. Dinner 7-8. Have seen two steamers. One in direction for America and one in return.

Hans E Söder

To be continued in the next issue.

The pipe wrench 110 years old

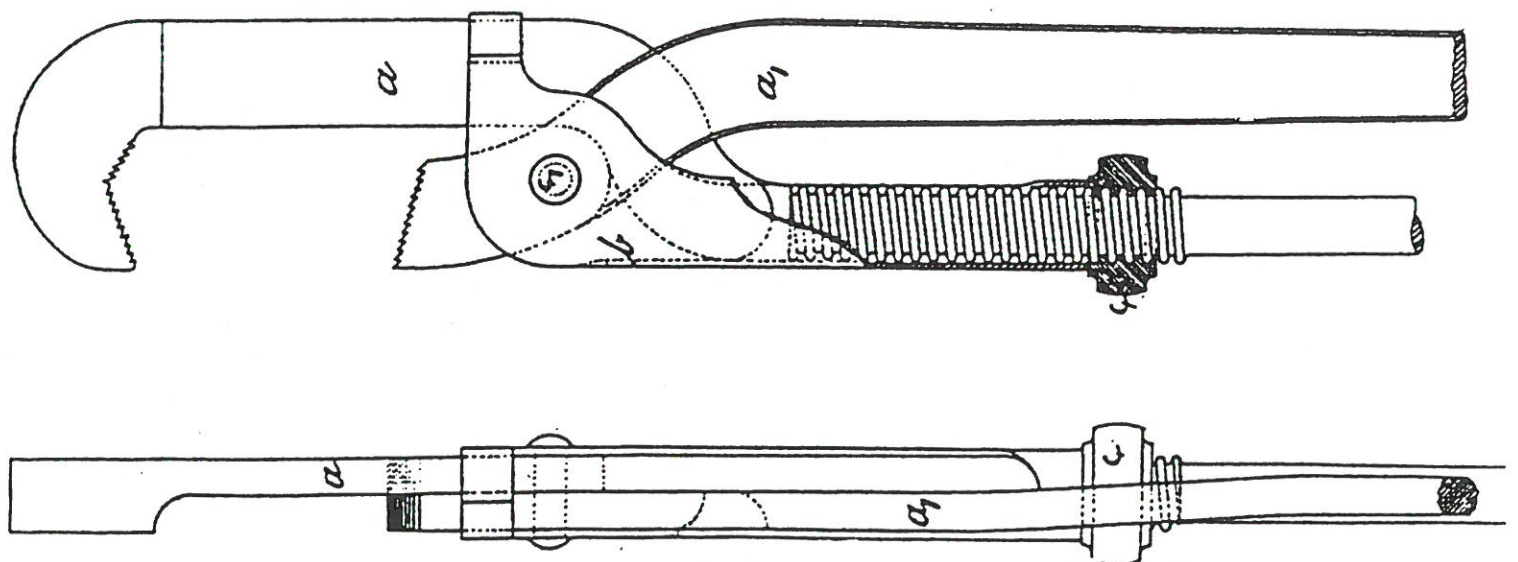
Immediately after the middle of the nineteenth century in Sweden, they started to build kilometers after kilometers of railway. At the same time the construction of bridges and iron constructions got a serious start. The industrialization made its entry. Then the old technics with fixed tools were 'nt good enough.

Johan Petter had a long experience as a mechanic and railwayconstructor. He was for many years busy at Munktells Mekaniska Werkstad AB in Eskilstuna, for example as a mechanic and as a navvy at the railway construction of Stockholm-Westerås-Bergslagens Järnvägs AB. Gradually he found his niche in the engineering industry - adjustable tools. The pipe wrench was J.P. Johanssons first invention of importance. He applied for a patent in 1888. His patentapplication had number 499 and were received by the Royal Patent Agency in Stockholm the 17th of August 1888 at eleven a.m.

Only fixed tools

He surely thought that there should be adjustable alternatives to all lumbering fixed tools, which never had a safe grip around the nut. In that case he had been spared from bringing around all the tools on a hand-cart. It was also difficult in that reason that there was no standard. Every little forge produced their own screws and nuts and had at best a standard of its own in the forge.

How long he had been conscious about the need of, the possibility and the advantage of adjustable tools, we don't know. We don't even know when he got the idea to the quite complicated but genius construction of the pipe wrench. It probably didn't just show up, but the idea grew slowly during many years of time-wasting and heavy handling of fixed tools.



The universal pipe wrench according to J.P.'s patent in 1888. We miss this model in the museum.



The background could be that his forge, as well as mostly other forges had only one set of pipe wrenches, which all were fixed. When the smiths were going away for work they needed to bring the whole set of tools. During the time some of the work stood still on account of lack of tools. This was certainly an obvious inconvenience which J.P. was conscious about. Little by little he solved it very smart by the invention of the Universal pipe wrench.

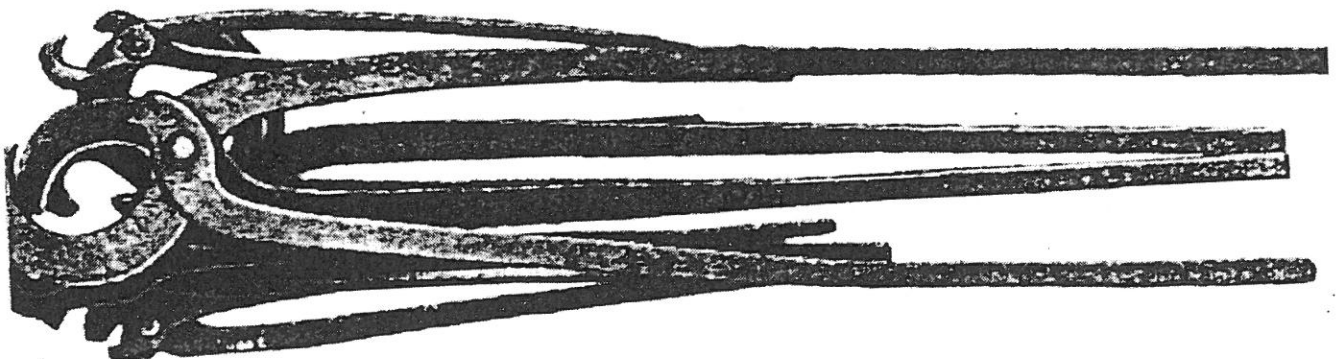
He applied himself for a patent

J.P. Johansson didn't contact a patent agency for the application for a patent on his invention. Instead he formulated an application of his own with the titles: The universal pipe wrench, Description and Patent emand. The application was signed: Enköpings Mekaniska Werkstad the 15th of August 1888. Probably he wrote the application at the kitchentable in his home Fridhem at Fanna. His short and irregular school-attendance gave him difficulties to clear and distinct describe the construction and state the patentdemand.

Finally excepted

After two completings he got his application accepted the 29th of november 1888. The patent time ran from the 17th August, when the application arrived at the Royal Patent Agency to the 18th of August 1903.

The patentletter has number 1636 and is signed by the manager of the Patentagency count Hugo Hamilton and the later mentioned balloonist, the manager of the technical departement, engineer Salomon August Andrée. By that J.P. Johansson's second invention was patented and documented. There were few who knew that it should have such a great penetration on the worldmarket and become so longlived that it would reach an age of 110 years. The pipe wrench was not only J.P.'s first invention of importance, it was also the second important of all his inventions.



J.P. replaced a lot of plumber tools (picture) with his flexible adjustable universal pipe wrench

Unknown at the Patent Agency

The Royal Patent Agency, the present Patent and Registration Institution, had through J.P.'s patent application to establish a new product class. Just because the conception "Universal Pipe Wrench" at that time was unknown.

You could read the following in the local paper:

Mekanikus J. P. Johansson
vid Fanna söker patent å universal-
rörtång.

(Enköpings-Posten the 23th of September 1888)

Icke mindre än 14 arbetare lära nu sysselsättas å herr Johanssons mekaniska verkstad vid Fanna. Nya beställningar ingå oupphörligt, hvadan arbetspersonalen än ytterligare inom kort kommer att ökas.

Enköpings-Posten the 5th of October 1888)

**Egaren af mekaniska verk-
staden vid Fanna, fabrikör**
J. P. Johansson, har från Sven-
ska uppfinnareföreningen erhållit föl-
jande smickrande omdöme om sin uni-
versaltång:

Enligt eder framställda begäran har Styrelsen för Svenska Uppfinnareföreningen efter samråd med sakkunniga undersökt värdet af eder universaltång, svenska patentet n:r 1,636, och får styrelsen på grund af gjorda prof gifva det utlåtande att ifrågakvarande univer-
sالتång är ett utmärkt verktyg, och bör kunna få ett mycket vidsträckt använ-
dande.

(Enköpings-Posten the 4th of July 1890)

The universal pipe wrench was later to be called "pipe wrench". Then it was understood that the pipe wrench was variably adjustable to grip pipes of different dimensions and that the harder you pulled the tighter it griped round the pipe.

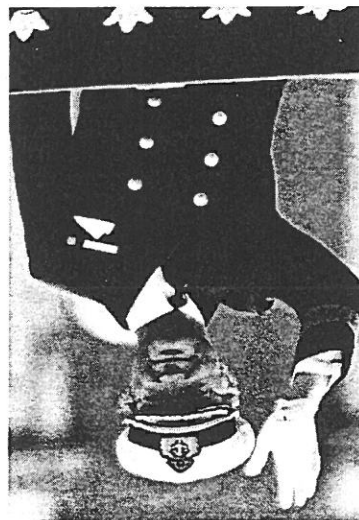
The invention and the production of the pipe wrench were two important events. It was the first adjustable tool which was worth the name adjustable. It made J.P. famous and mentioned far and wide. Locally in Enköping they started to call him "Wrench-Johansson" and "Johansson with the wrench". He was proud of that the universal pipe wrench were mentioned and appreciated. That was good publicity.

Declined membership

The projectgroup of celebrating the production of the 100 000 000th adjustable wrench at Sandvik Bahco suggested to invite somebody from the Swedish Royal House to attend and receive the jubilee adjustable wrench. The invitation was sent to the marshal of the court, Clas Nordström, and signed by the managing director Ake Sundby.

A more suitable occasion to offer His Majesty King Carl XVI Gustaf honorary membership would probably never occur. No sooner said then done, I wrote to the marshal of the court, Clas Nordström to hear about the possibility to offer the King honorary membership in Sällskapet and give him a tie-clip. The answer we got was friendly but unfortunately refusal. The same happened to Sandvik Bahco. Even their invitation was answered at the same way.

KUNGL. HOVSTATERNAS



HM Konung Carl XVI Gustaf

Stockholms Slott
den 11 februari 1998

Ordförande Hans E Söder
J.P. Johansson-sällskapet

745 82 ENKÖPING

Som svar på Ert brev av den 25 januari med erbjudande till Hans Majestet Konungen om hedersledamorskap i J.P. Johansson-sällskapet får jag meddela, att Konungen inte finner det möjligt att acceptera det vänliga erbjudandet.

Med vänlig hälsning



Clas Nordström
Hovmarskalk



B. A. Hjort & Co

B. A. Hjort (1862-1937) started his tool company in 1889. Already the year after he got in contact with J. P. and agreed about sole rights of the sales of J. P. Johansson's all products. This was the beginning of a long cooperation and friendship between Berni August Hjorth, Stockholm, and Johan Petter Johansson, Enköping. AB B. A. Hjorth och Co marketed the pipe wrench almost all over the world. Enköpings Mekamiska Verkstad enlarged the workshops, bought new machines and employed more mechanics to increase the production to get all orders to be delivered in time.

J. P. Johansson himself said that the pipe wrench was his most brilliant and ingenious of all his inventions. That's why its included in the classical picture of Johan Petter Johansson, where he holds up and demonstrates the pipe wrench. The adjustable wrench is in his breast-pocket.

Hans E Söder

To be continued in the next issue



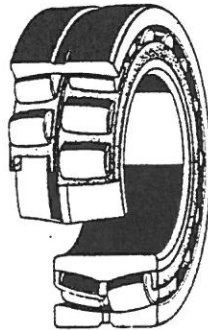


Of course Johan Peter Johansson invented the adjustable wrench

Many inventions are just further developments of earlier made innovations. To improve and refine is a natural step in the technical development. There are many examples of that. A well-known example is Sven Wingqvist's construction of the spherical ball bearing in 1907. The ball bearing was not an innovation when he made his invention. What Sven Wingqvist effected was that with his construction he refined the ball bearing and gave it better qualities than before. The most important improvement was that it could take pressures diagonally. After that he went on trying to make an even better ball bearing. Gradually he got there by the double spherical ball bearing.

The Swedish SKF ball bearing made quickly its triumphal progress all over the world. That is why it's correct to say that **Sven Wingqvist** invented the ball bearing. Then it is understood **the best** ball bearing. The first construction, patented or not, is seldom the best.

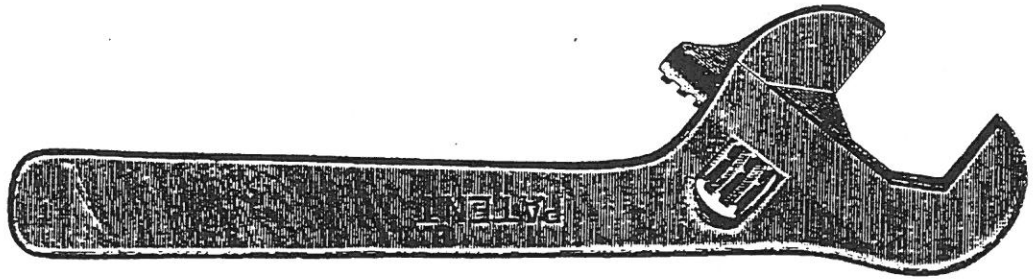
SKF was established in 1907
to produce ball bearings



With the same right

With the same right and pride we can say in the J.P. Johansson-sällskapet, that **Johan Peter Johansson** invented the adjustable wrench. Then its also understood that it is the best adjustable wrench. But it must not mean that it was the first.

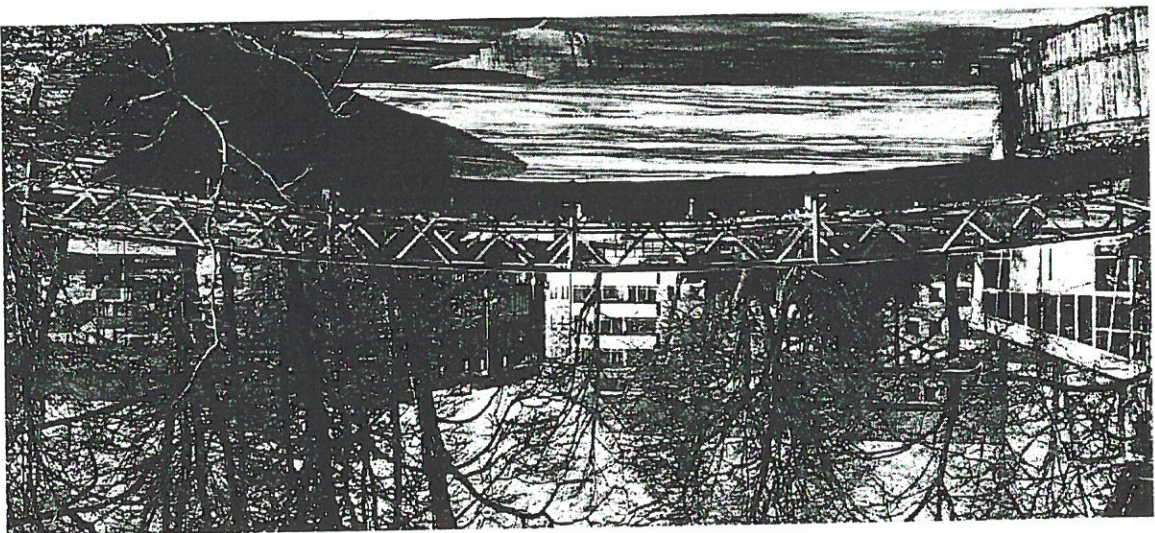
When Johan Peter Johansson constructed his world famous adjustable wrench in 1892, it was not the first adjustable wrench. He made a further development and refining of an earlier known construction. In J.P Johansson's case it was an improvement of his own patented adjustable wrench from the year before.



Still going strong: Every year produces about 40 000 000 adjustable wrenches all over the world - all according to J.P. Johansson's model, and the production is still going on.



J.P. Johansson constructed the bridge! Is it then going to be called Anders Zorn's bridge?



Fight for a name. The cultural administration have suggested that the bridge, which is constructed by J.P. Johansson, is going to be called Anders Zorn bridge. It is not just a bridge but a beauty in Strömparterren, which testifies J.P. Johansson's work in Enköping.

J.P. Johansson was a part of all phases of the construction of the bridge! As a member of the city councillor he took part in the decision to build a new bridge over the Enköpingsån. The old was, as the finance department expressed, in such a condition, that it can't be used for its purpose.

Three alternatives

Before the decision about a new bridge was taken, Johan Petter Johansson had worked out three alternatives, which he cost accounted to SEK 800, SEK 750 and SEK 745,15. The finance department recommended the most expensive alternative and the city councillor decided in accordance with the proposal.

Quick delivery

Obviously he put in big resources on construction of the bridge at Fama. Parallely to the production of for example pipe wrenches and adjustable wrenches he constructed the bridge at a very high speed. As early as the 22nd of June the same year you could read in the local paper Enköpings-Posten that the bridge was delivered to the edge at the stream and raised.

The fact is that the bridge is to hundred per cent a work of J.P. Johansson and no one else has a greater connection to the bridge than him.

Now we had to stop the proposal to be carried through. We were lucky to have a planned board meeting the following day. We took a unitary decision to try to prevent this. We decided to ask the citizens in Enköping about the name proposal. As far as we knew the Cultural-week group had not. We thought that the Culture Department can't go against the majority of the citizens in Enköping. During a few days we made an inquiry at the square. Our question was simple and direct. What do you think about the name proposal for the bridge? We didn't ask for a proposal in return. To protest we needed to do something actively, a signature at a protestist.

After contacting a number of leading personalities in the local world of culture I was told that the plan existed. I was also told that nobody of these persons knew anything about the origin of the bridge. This can be the reason why the proposal were suggested. The mistake in dealing with case began in an early planning. They should have started to find out how the bridge was constructed. It had been simple. In the beginning of the 1890's there was no one else in Enköping than J.P. Johansson who had theoretical knowing and workshop resources to construct a bridge. A call to us had been profitable to the Culture-week group. They had immediately got all information, which they later had to look for when the protests started to rush in. The article in Enköpings-Posten of the manager of the Museum, Bengt Svensson, the 9th of March doesn't contain any news to us.

Mistake from the start

The organization "The Culture Year 1998 Upland" had a seminar the 24th of February at Jöar Blå. Olle Mossberg represented J.P. Johansson-sällskapet at that occasion the next day he told us about the plans that during the culture week the 25th-31st of May, name the bridge over the stream at Strömparterren to Anders Zorn's bridge. We didn't believe it was true and asked: Are you joking with us. Is it really true? You must have mistaken the proposal? No he said, it is true.

The proposal from the Culture-week group

(Enköpings-Posten the 22th of June 1893)

Nya järnbron öfver Enköpings-
ån vid övergången i Strömparter-
ren levererades i lördags från Runns
Mek. verkstad och är nu under upp-
rättning.





Lars Eklund and Ivar Karlsson got easily many names at the protestlist at the square

Great majority against the name proposal

We got easy 31 lists with total 1059 signatures. We estimated that 5-6 per cent of the asked people refrained from protesting. We do a generous rounding and say that ninety per cent of the asked people share our opinion, that the bridge are not to be called Anders Zorn's bridge. Maybe the inquiry is not scientifically done but it gives a clear and distinct instruction about that an overwhelming majority is against the proposal from the Culture Committee.

We wrote a new letter to the Culture Committee and described the result of the inquiry and enclosed the protestlists. The following day we could read in the local paper, Enköpings-Posten, that the Culture Committee had made an unanimous decision about request at the local building committee to be able to name the bridge Anders Zorn bridge.

The local building committee decides

The final decision is at the local building committee. We have in a personal placed letter to every member of the committee described how the bridge is established and how we see at the name proposal. The committee have a meeting on the 31st of March so we are not able to report the result in this issue.

Hans E Söder

To be continued

J.P. Johansson with grandchildren.



Märta
Gunnar
Inger
Britta

