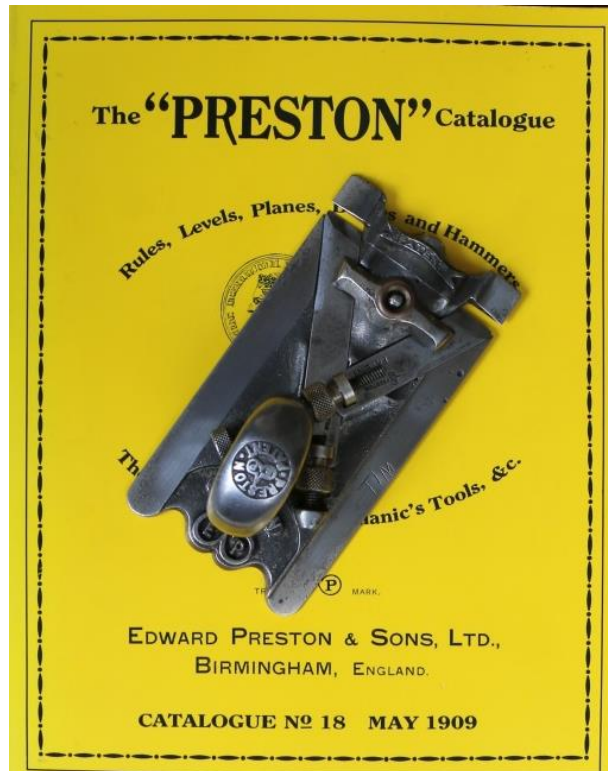


JD's

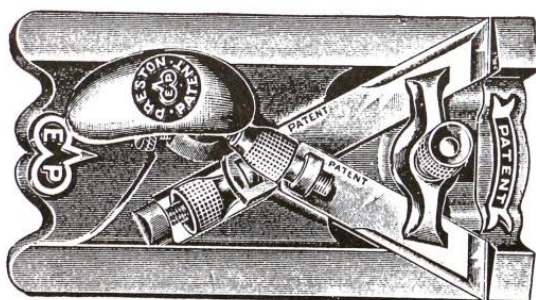
Tim's Plane

John Daniel



Tim's Plane, well at one time it was, the protective owner's mark attests to that.

The plane, a PRESTON No.1369 costing 7/6 (seven shillings and sixpence) back in May 1909 obviously was a prized possession and having it misplaced or stolen must have been a concern. "TIM" was obviously a discerning buyer when he purchased the *Rolls Royce* of Side Rebate Planes, the Preston's Patent Adjustable Side Rabbet Plane (Nickel Plated), was comparatively expensive back in the early 1900's, however he must have been a skilled artisan requiring such a plane for quality cabinet work or joinery.



PRESTON'S PATENT ADJUSTABLE SIDE RABBET PLANE.

NICKEL PLATED.

This is a Combined Right and Left Hand Side Rabbet Plane, and will be found a most useful tool for side rabbeting, clearing grooves and such like.

The nose of the plane can be removed for working close up into corners.

No. 1369 ... 7/6 each.



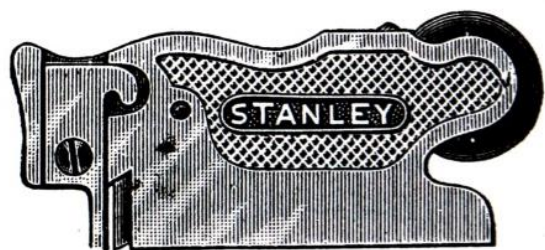
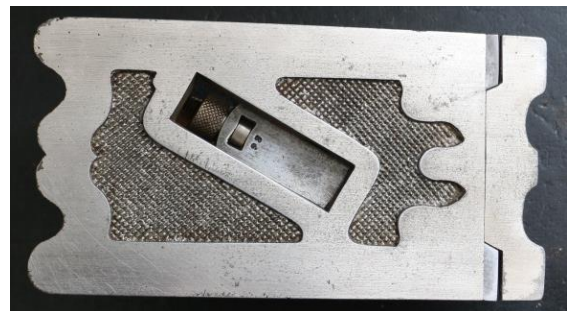
Side Rabbet/Rebate plane's weren't a new innovation, the early makers of wooden (usually Beech) planes had been making them for a century or more, also pattern makers were making their own, however with the advent of the foundry, machine shops and focused inventors, it was inevitable that the tool-makers would embrace these new technologies in the advancement of tool making.

As you can observe from the photos, the plane was in a rather neglected condition, rusted and badly in need of a sympathetic approach. The disassembling was simple enough though the screw securing the toe (front end of the plane that is removable when converting to a chisel plane) was badly damaged due to incorrect fitting screwdrivers; this was overcome by carefully deepening the slot with the broken end of a hack-saw blade.



Care was taken not to over-run onto the toe itself, this was followed by the use of a correctly ground screwdriver with a constant downward pressure on the screw. It's always a relief to see the screw turn as there is always the risk of the head shearing off. I will have more to say on disassembling and the removal of damaged screws and frozen parts in a future article in *NEWS*.

Once the plane was dis-assembled, it was obvious that the plane had had little use, in later years, just neglected; it's a tool that was designed for a specific function and only used occasionally, such as the widening of trenches on dado joints, trimming shoulders and the like. The cleaning was straight forward though one had to be mindful that care in handling was paramount, remembering of course, "at first, do no damage".



Following the removal of the surface rust with a fine steel wool and INOX, a lanolin based spray, the parts were buffed with JOSCO (green) buffing soap to brighten them up, followed with a soft cloth and a nickel polish which can be purchased at any auto Shop.

Be patient if you want good results, so often we work for hours, sometimes days on a project then get a little impatient at the end. The reassembly was a little fiddly, however once together with freshly sharpened blades it performed as one would have expected of a Preston plane; this one is a keeper.

It's interesting that this patented plane was the forerunner of metal Side Rebate/Rabbet planes, other versions such as RECORD with the NO.2056, STANLEY with the No.79, a combination of the No. 98 and No.99, and VERITAS, to name a few makers of similar planes.

The later planes are of a simpler principal however the blades are hand-set with no depth-adjusting screw; the depth stop/fence fitted to the sole of the later planes certainly gives more control when using such planes.



Preston's latter years

"Falling on hard times, the firm of Edward Preston & Sons was sold to John Rabone & Sons in 1932, and shortly after, some range of planes were sold to the Sheffield firm of C & J Hampton who would later merge with the Record Tool Co. Some of the Preston planes were directly added to the Record line by the Hampton firm, while others were modified or discontinued altogether."

The Record No.2506 is an example of one design modification.

References:

- Wikipedia, "Edward Preston & Sons"
- John WALTER, [Antique & Collectible Stanley Tools: A Guide to Identity and Value.](#)

