

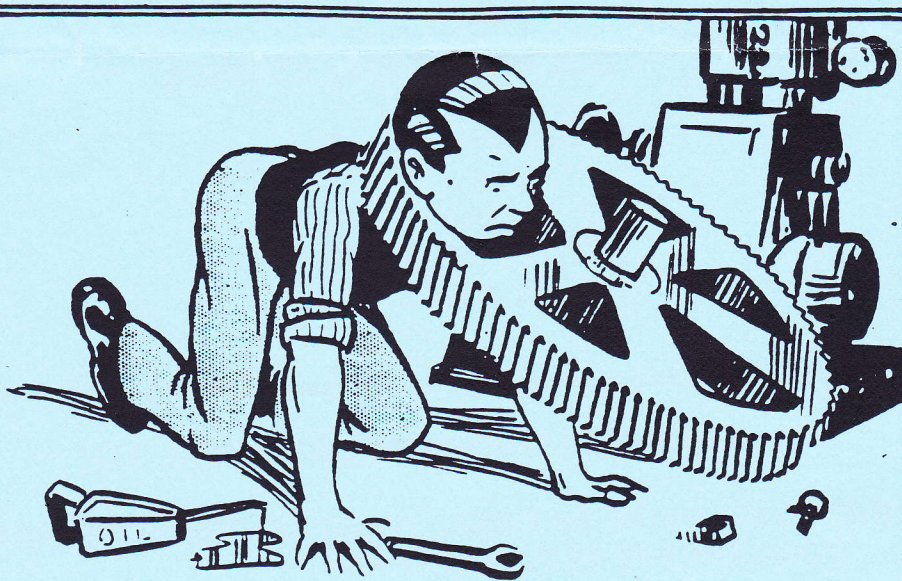


THE TRADITIONAL
TOOLS GROUP INC.

TTG

TTTG NEWSLETTER NO. 28
APRIL 1996

ENGLISH MECHANICS DECEMBER 6TH, 1929.



Ruffle-proof Hair

No matter in what predicament you find yourself, no matter how badly things are going, your hair at least is ruffle-proof if it's Kubist-fixed.

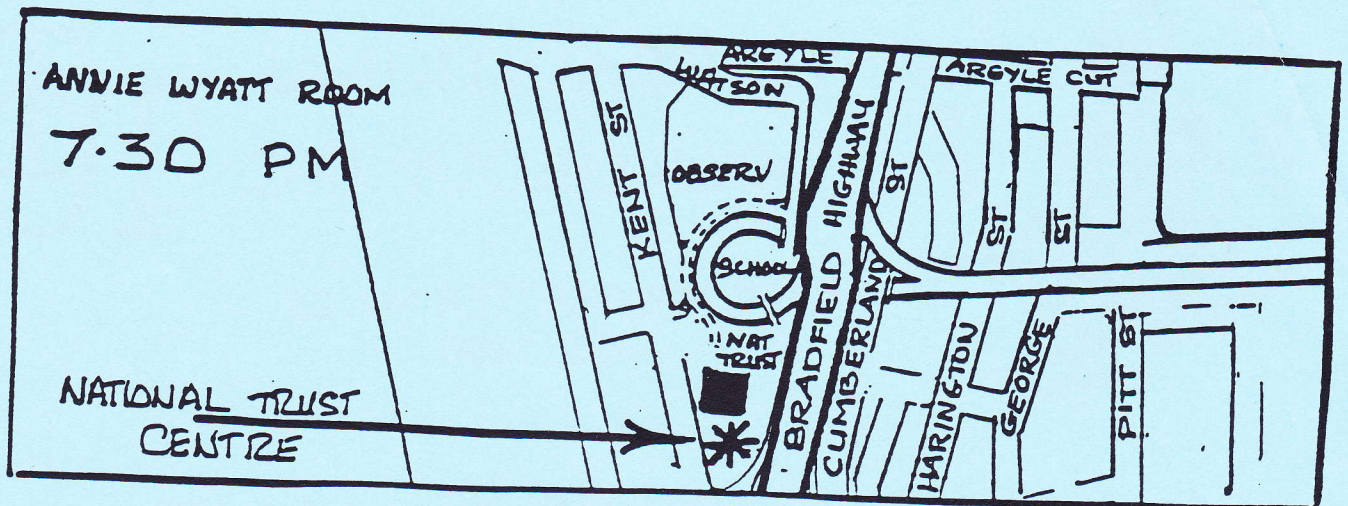
Kubist Hair Fixative was made originally to keep motorists' hair in order at any speed up to seventy-five, but it has also proved itself capable of keeping the most unruly hair flat 'midst all the slings and arrows of outrageous fortune — cut times, hard castings, growing families and rent days.

It is obtainable in bottles at 1/-, 1/9 and 2/9, in two grades, Plain or "Rosola" (amalgamated with delicately-perfumed Rose Oil.

Ku-bist
Hair Fixative

is sold by most Chemists and Hairdressers and all branches of Taylor's, Timothy White's, Parke's, Hodder's, Needham's, Squire's, etc.

KUBIST . LEEDS. Also at London and Paris



OUR NEW POSTAL ADDRESS

The Secretary
T.T.T.G. Inc.
P.O. Box 240
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SYDNEY NSW 2000

NEXT MEETING-TUESDAY APRIL 9TH

AT THE ANNIE WYATT ROOM, NATIONAL TRUST CENTRE, OBSERVATORY HILL
COMMENCING AT 7.30PM SHARP

PROGRAMME

1. TIMBERGETTING, TOOLS AND TRADITIONS. WE TRACE THE HISTORY OF THIS INDUSTRY WHICH WAS SO VITAL TO BUILDING EARLY AUSTRALIA. WE WILL HAVE A DAZZLING ARRAY OF PIT AND CROSSCUT SAWS, BROAD AXES, SIDE AXES AND MORTICE AXES, ADZES AND FROES. BOB CROSBIE AND RALPH HAWKINS WILL LEAD THE DISCUSSION.
2. TOOL SWAP. THOSE OF YOU WHO HAVEN'T PARTICIPATED IN THE PLETHORA OF TOOL SALE/SWAP MEETINGS LATELY; HERE'S YOUR CHANCE TO PUT YOUR TOE IN THE WATER!
3. FRED MURRELL'S "WOTSIT". THE TIMBERGETTER TRADITION MUST HAVE PRODUCED ITS UNIQUE SET OF SPECIAL GISMOES. TEST THE EXPERTS!
4. LIBRARY TABLE. RICK MITCHELL HAS NOW FINISHED THE CATALOGUE FOR OUR COLLECTION. HAVE A BROWSE.
5. SUPPER BY MARIO DATO.

TTTG Inc.

THE TRADITIONAL TOOLS GROUP

TTTG NEWSLETTER NO.28
APRIL 1996

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HELP!

Cover: *Advertisement from English Mechanics December 1929*

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Any opinions expressed are those of the contributor.

EDITOR'S NOTES:

A new regular feature makes its debut in this issue of the TTTG Newsletter. Notice Board is intended to provide a venue for announcing coming events. If any member wants to use this space to publicise any event of interest to TTTG members please feel free to contact the editor.

In Collectors' Page we begin what is hoped to be a series of questions posed by TTTG members. This month we ask the members to contribute any information they may have about an elusive, but prolific, English plane maker.

Trevor Semmens' article discusses the case for documenting tool collections. I add only one comment to Trevor's argument. Collectors should attempt to record the origin and history of the tools they collect. All too often we are blind to the historical significance of many of the items we acquire.

The material on Titan Tools is intended to stimulate a response. Are there any Titan catalogues in members' possession? I hope someone will write a follow up article on this local manufacturer.

PREVIOUS MEETING

We were fortunate to have Mark Goodchild address our last General Meeting on the topic of Wet Plastering. Mark traced the history of plastering, its areas of expertise which were expected of earlier craftsman and the position of the Trade today. Mark discussed the tools and materials used and the reason for their use, the rôle of lime and lime putty and the difficulty of obtaining "rock" or unslaked lime today. At the end of his talk, a lively question and answer session ensued which involved almost all those present. News of Mark's presentation had spread far and wide as we had a number of visitors to the meeting who also joined in the lively discussion. Thank you Mark for a stimulating and entertaining evening.

NOTICE BOARD

The Woodworkers' Association of NSW will hold their Annual General Meeting at the Powerhouse Museum on Monday April 1st starting at 7pm. The Speaker will be Ken Hill, Senior Botanist at the Royal Botanic Gardens. He will speak about the naming of native Australian trees and will discuss recent changes to the places certain species occupy in the hierarchy.

TTTG will be exhibiting at The Turrumurra Village Fair on 28th April in the Masonic Hall, Pacific Highway Turrumurra. If any members can lend a hand, your help would be appreciated. There will be steam train rides from Turrumurra station, Daryl Lobsey is demonstrating pole lathe turning on The Village Green and there will be a large showing of community craft work. All in all it should be a fun day and give our group some worthwhile public exposure. If any members would like to help, please contact Mike Williams on 44-6356 after hours.

CARTER PLANES

Terry Butcher

There has been a stirring interest down south, namely from the Victorian Tool Group, HTPAA and Trevor Semmens, in obtaining information on the Carter range of planes. As Sydney was the home of the Carter business and the Carter family, I feel that we should be taking more of a proactive interest especially as Jack Carter gave us a short talk on his planes some years ago.

Carter planes must be the Cinderella of the plane world just waiting to be discovered. Perhaps people are put off because they are Australian made and at first glance would seem to be slavish copies of the Stanly/Bailey designs. If we can put aside our cultural cringe and consider that at least sixty other firms around the world built their versions of these classic tools we can start to note the differences and improvements to the local version. Indeed the number of variations is astonishing considering that Carter planes were produced for barely a decade not long after the war when a shortage of manufactured goods encouraged local enterprise and innovative flair.

I have been collecting Carter planes for some years and thought that I had examples of most of the range but with help from our southern friends it would seem that many variations of most types can be identified leading to the conclusion that Carter had new moulds made at some time through the manufacturing life of the products.

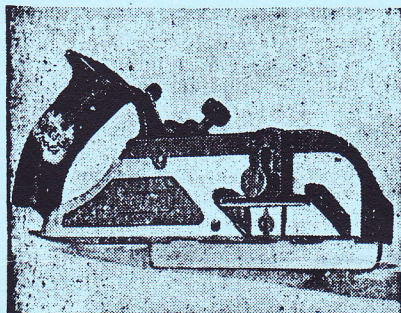
As an example, the #4 and #C4 although ostensibly the same plane are slightly different lengths. Whereas the #4 is ten inches long, the #C4 is ten point three seven inches long. The accompanying illustration from an early Scruttons catalogue only shows the #4 but boasts that at ten inches it is "1 in. longer than other brands.". Apparently either Carter or the market (or both) thought that this was a worthwhile improvement for the #C4 is even longer. One is tempted to think that as these little improvements were made, Carter felt confident to distinguish his planes from others by adding the "C" in front of the plane number but are the simple numbered planes earlier or later? Can readers shed any light on this little puzzle? The castings are different in more ways than this for the #4 is marked behind the handle "AUSTRALIA" whilst the #C4 reads "Made in Australia". Is this a subtle increase in the pride in their product? Is this further evidence for which came first?

My latest find is a #C54 which is nickel plated. Comparing this with another #C54 which is painted blue, there are so many differences that one can only say that it is a completely new plane. I have heard of another plated one in Victoria so it's not a "one off". It is hoped that Trevor Semmens who has been collecting statistics on the variations will soon publish a list of his findings. As far as I can tell most numbers have both a "plain" and "C" version and since there seems to be twelve basically different types of plane in the range this would indicate that there are twenty four identifiable types but surface finish differences will increase this number. Can any of our members add to the list of varieties?

D672. CARTER PLANES

WE ALSO STOCK

“Stanley” and “Record” Planes.



Duplex Rabbet Plane

Size: Length 8½ in., Cutter 1½ in.

Two positions for the cutter are provided: one for ordinary work and the other for bull-nose work. It is fitted with an adjustable Depth Gauge and an adjustable Fence which can be used on either side of the plane. A quick action Lever Adjustment for the cutter is provided, and the base is surface ground.

No. 78.

No. 4 Smooth

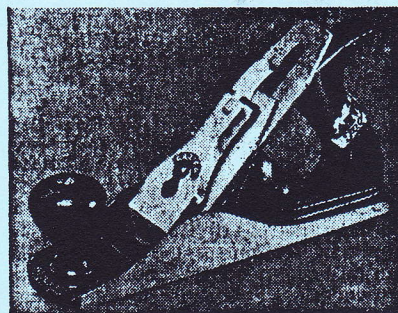
Length 10 in., Cutter 2 in.

1 in. longer than other brands. The extra length enables the Carter No. 4 to feature exclusively a full sized standard handle firmly screwed at toe and heel to the base. Handle wobble is eliminated.

Carter No. 4½ Smooth

Length 10½ in., Cutter 2½ in.

Slightly longer than other brands in order that set of handle leaves plenty of gripping room. A popular smoother for bench work.



Nos. 4 and 4½.

Carter No. 5 Jack

Length 14 in., Cutter 2 in.

A handy general purpose plane.

Carter No. 5½ Jack

Length 14 in., Cutter 2½ in.

Recommends itself to every handyman and tradesman as a first-rate utility plane. Its length, width and weight make it suitable to do the work of a Smooth, Jack and Fore Plane on many jobs.

Carter No. 6 Fore

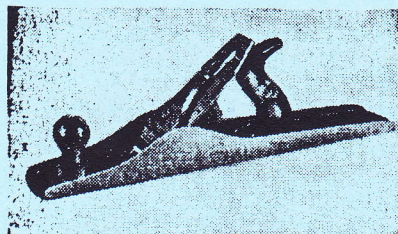
Length 18 in., Cutter 2½ in.

This is an intermediate size, and enters the field of long planes used for “shooting” straight surfaces. A long plane ploughs through any undulations on a wood surface which a shorter plane would tend to follow.

Carter No. 7 Jointer

Length 22 in., Cutter 2½ in.

Used for bench and joinery work where true surfaces are needed—as when two surfaces have to be joined in a perfect fit, and on doors, sills, etc.



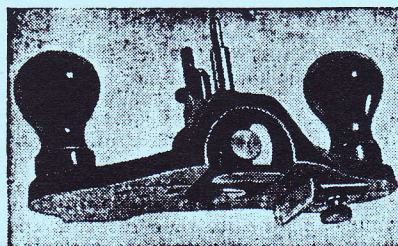
Nos. 5, 5½, 6, 7.

Carter No. 71 Router Plane

Is an open-throated model with an Adjustable Shoe to close the throat for narrow work.

The Plane is for cutting clean grooves parallel to the surface of the material. The Adjustable Fence enables grooves to be cut parallel to the edge whether straight or round. It can be used right or left hand.

Three cutters, ½, ¾, and 1 in. are provided. An accurate screw adjustment is provided on the Cutter Post for deeping the cut. The cutters can be secured on the front of the Cutter Post for general work or on the back for Bull-nose work.

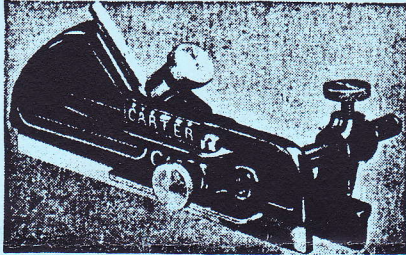


C71.

D673. CARTER PLANES

WE ALSO STOCK

“Stanley” and “Record” Planes



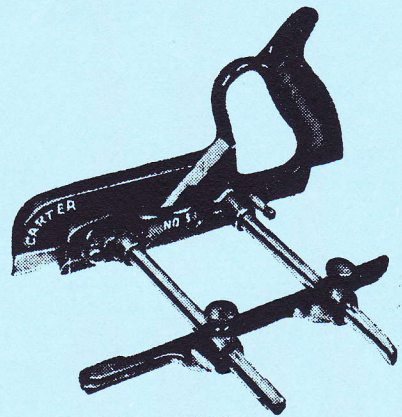
C40.

Carter C40. Plow and Groover.

Fitted with adjustable depth gauge and single arm fence. Three cutters are supplied, viz., $\frac{1}{8}$, $\frac{3}{16}$ and $\frac{1}{4}$ in. Made from finest quality steel. Specially manufactured in Sheffield. This tool will cut grooves $\frac{1}{2}$ in. deep up to 2 in. from edge. The plane will plough across the grain as well as with the grain. The narrow face of the fence allows narrow boards to be ploughed in a vice. When a deep fence is required a parallel fillet of hardwood can be screwed on to the fence.

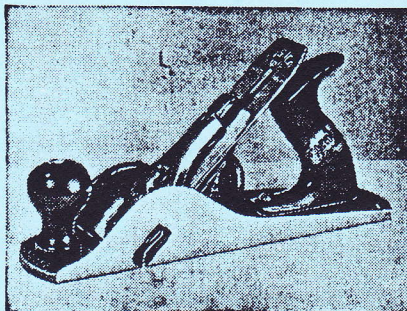
Carter 54. Plow and Grooving Plane

It has 8 cutters ranging in width from $\frac{1}{8}$ in. to $\frac{1}{2}$ in. The plane is equipped with adjustable Depth Gauge, Double Arm Adjustable Bridged Fence, two pairs of Fence Arms and two Spur Cutters. Fitted to the body is a handy lever adjustment for regulating thickness of shaving. Can be used for a great deal of work in hardwood as well as in softwood. It may often be referred to by customers as a COMBINATION or UNIVERSAL PLANE.



C54.

124



C1.

Carter C1. Bench Rabbet Plane

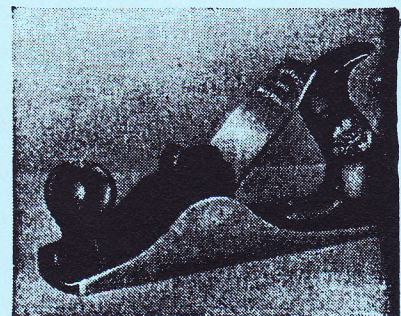
Length 11 $\frac{1}{2}$ in., Cutter 2 $\frac{3}{8}$ in.

Fitted with double cutting iron, used for cross-grain rabbeting (or rebating) and general rabbeting. It is wider than other Bench Rabbet Planes on the market and with that advantage can also be used as an ordinary smoothing plane.

Carter No. 10 German Jack (Iron)

Length 10 in., Cutter 2 in.

Used for coarse work such as roughing down timber to approximate dimensions, leaving a minimum of work for the final planing. It is strongly made for heavy work and is fitted with a thick, single cutting iron. The standard iron-plane front knob and back handle provide for firm and comfortable gripping at a much lower centre of gravity than the wooden German Jack, an advantage which saves a considerable amount of energy. The base is surface ground, and in all other respects the tool is of the same high quality and finish as all other Carter Planes.



No. 10.

TITAN TOOLS

The material below is from McPherson's Ltd Centenary Catalogue 1960, page 333.

Does any member have additional information on Titan?

WOOD CHISELS

Titan and Leading English Brands

Z2255—LIGHT SOCKET FIRMER CHISELS

Bevelled Edge						
$\frac{1}{4}$	$\frac{1}{2}$	$\frac{3}{4}$	$1\frac{1}{2}$	$1\frac{3}{4}$	$1\frac{1}{2}$	2 in.
$\frac{1}{4}$	$\frac{1}{2}$	$\frac{3}{4}$	$1\frac{1}{2}$	$1\frac{3}{4}$	$1\frac{1}{2}$	2 in.

Z2256—LIGHT SOCKET FIRMER CHISELS

Plain Edge						
$\frac{1}{4}$	$\frac{1}{2}$	$\frac{3}{4}$	$1\frac{1}{2}$	$1\frac{3}{4}$	$1\frac{1}{2}$	2 in.
$\frac{1}{4}$	$\frac{1}{2}$	$\frac{3}{4}$	$1\frac{1}{2}$	$1\frac{3}{4}$	$1\frac{1}{2}$	2 in.

Z2257—HEAVY SOCKET FIRMER CHISELS

Plain Edge						
$\frac{1}{4}$	$\frac{1}{2}$	$\frac{3}{4}$	$1\frac{1}{2}$	$1\frac{3}{4}$	$1\frac{1}{2}$	2 in.
$\frac{1}{4}$	$\frac{1}{2}$	$\frac{3}{4}$	$1\frac{1}{2}$	$1\frac{3}{4}$	$1\frac{1}{2}$	2 in.

Z2258—FIRMER TANG CHISELS

Bevelled Edge						
$\frac{1}{4}$	$\frac{1}{2}$	$\frac{3}{4}$	$1\frac{1}{2}$	$1\frac{3}{4}$	$1\frac{1}{2}$	2 in.
$\frac{1}{4}$	$\frac{1}{2}$	$\frac{3}{4}$	$1\frac{1}{2}$	$1\frac{3}{4}$	$1\frac{1}{2}$	2 in.

Z2259—FIRMER TANG CHISELS

Plain Edge						
$\frac{1}{4}$	$\frac{1}{2}$	$\frac{3}{4}$	$1\frac{1}{2}$	$1\frac{3}{4}$	$1\frac{1}{2}$	2 in.
$\frac{1}{4}$	$\frac{1}{2}$	$\frac{3}{4}$	$1\frac{1}{2}$	$1\frac{3}{4}$	$1\frac{1}{2}$	2 in.

Z2260—REGISTERED TANG CHISELS

Plain Edge						
$\frac{1}{4}$	$\frac{1}{2}$	$\frac{3}{4}$	$1\frac{1}{2}$	$1\frac{3}{4}$	$1\frac{1}{2}$	2 in.
$\frac{1}{4}$	$\frac{1}{2}$	$\frac{3}{4}$	$1\frac{1}{2}$	$1\frac{3}{4}$	$1\frac{1}{2}$	2 in.

Z2261—FIRMER GOUGES

$\frac{1}{4}$	$\frac{1}{2}$	$\frac{3}{4}$	1	$1\frac{1}{2}$	$1\frac{3}{4}$	2 in.
---------------	---------------	---------------	-----	----------------	----------------	---------

Z2262—FIRMER GAUGES

Curve E						
$\frac{1}{4}$	$\frac{1}{2}$	$\frac{3}{4}$	1	$1\frac{1}{2}$	$1\frac{3}{4}$	2 in.

Z2263—PATTERNMAKERS' CHISELS

Bevel edge straight paring chisels.						
$\frac{1}{4}$	$\frac{1}{2}$	$\frac{3}{4}$	1	$1\frac{1}{2}$	$1\frac{3}{4}$	2 in.

Z2264—TURNING CHISELS

Beech handled turning chisel, long and strong.

$\frac{1}{4}$	$\frac{1}{2}$	$\frac{3}{4}$	1	$1\frac{1}{2}$	$1\frac{3}{4}$	2 in.
---------------	---------------	---------------	-----	----------------	----------------	---------

Z2265—PATTERNMAKERS' CHISELS

Straight paring gauge with octagon handle.

Z2266—TURNING CHISELS

Round Nose ..	$\frac{1}{4}$	$\frac{1}{2}$	$\frac{3}{4}$	1	$1\frac{1}{2}$	$1\frac{3}{4}$	2 in.
---------------	---------------	---------------	---------------	-----	----------------	----------------	---------

Z2267—TURNING CHISELS

Diamond Point ..	$\frac{1}{4}$	$\frac{1}{2}$	$\frac{3}{4}$	1	$1\frac{1}{2}$	$1\frac{3}{4}$	2 in.
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Z2268—PARTING TOOL

Beech handled.

Z2269—TURNING TOOL SET

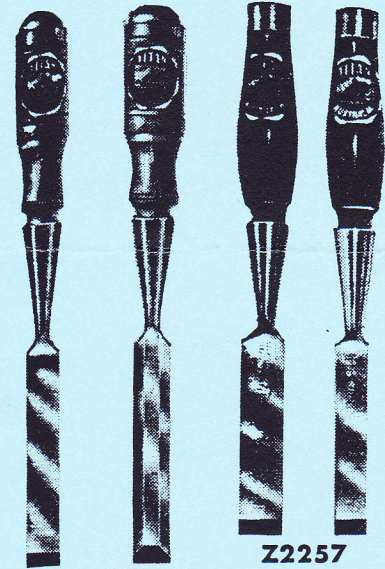
Contains the following eight chisels: Turning chisels, $\frac{1}{4}$, 1 in. Turning gauges, $\frac{1}{4}$, $\frac{1}{2}$, $\frac{3}{4}$ in.

Round nose chisel, $\frac{1}{4}$ in. Diamond point chisel, $\frac{1}{4}$ in. Parting tool.

Z2270—TURNING TOOL SET

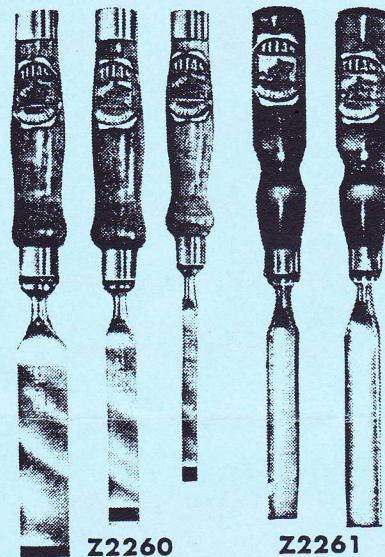
Contains the following eight chisels: Turning chisel, skew, $\frac{1}{4}$, 1 in. Turning chisel, diamond, $\frac{1}{4}$ in. Turning chisel, round nose, $\frac{1}{4}$ in. Turning gauge, $\frac{1}{4}$, $\frac{1}{2}$, $\frac{3}{4}$ in. Parting tool, $\frac{1}{4}$ in.

Any of these tools may be obtained singly.



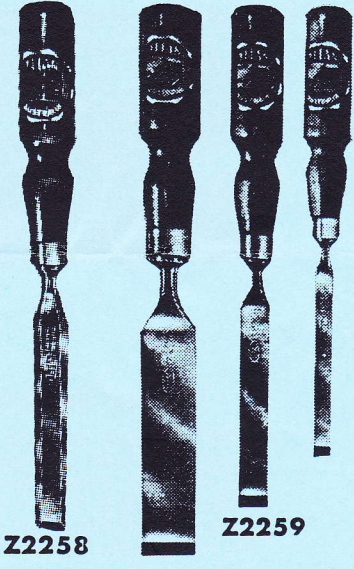
Z2255 Z2256

Z2257



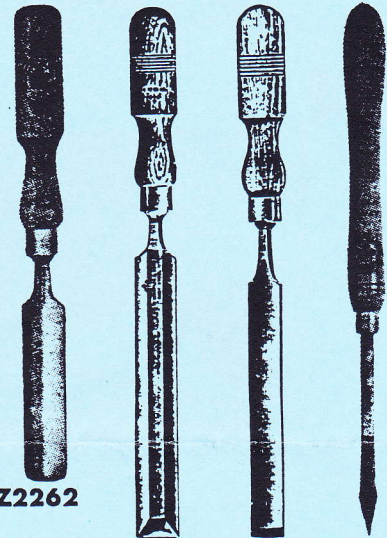
Z2260

Z2261



Z2258

Z2259



Z2262

Z2263

Z2264

Z2268

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COLLECTION RECORDING

I don't know what any other members do, but I think it very important that a collection be properly catalogued. I'd like to share my method of recording.

The collection is divided into the following categories -

- Planes
 - moulding & rebate
 - smoothing, jack & trying
 - other (ploughs, combination etc)
- All other tools - adzes, braces, saws etc
- Books & Catalogues

All items are catalogue, with everything except the books, numbered. The record sheets for the planes and other tools contain:

1. Details about each tool. Recorded here are:

(a) Category

- Plane type
 - (i) Moulding & Rebate
 - (ii) Smoothing, Jack & Trying
 - (iii) Other Planes
- Other tools

(b) Within each category (see above), and across a foolscap page the following information is recorded under these headings:

- (i) Plane or tool number. All are identified by a consecutive number written in white ink on clear nail varnish on the heel of each plane. Elsewhere on other tools.
- (ii) Measurements - height, length, width, in mms
- (iii) Blade - angle, in degrees
 - drawing of shape, generally actual size
 - width, in inches
- (iv) Manufacturer - as marked on plane or tool
- (v) Cost - price I paid for the item (generally I purchase as a "batch" in which case cost is shown against first item)
- (vi) Who and/or where purchased from
- (vii) Type or purpose of tool, e.g. snipe bill, skew rebate etc
- (viii) Owner(s) marks - included here are manufacturer's sizes, e.g. hollows and rounds no's and owner's stamps

Other records I keep are:

2. List of planemakers and their marks. This is in alphabetical order. Included here is:

- (a) The mark
- (b) My catalogue no(s) with this mark
- (c) Years of manufacture.

From this I have been able to do the following summary of planes and planemakers by decade (fig. 1). Note: only relates to planes in my collection and for which I have information.

3. List of "Stanley" planes. Details being:

- (a) Plane number
- (b) Description or type
- (c) My catalogue number
- (d) Years of manufacture

4. A rolling summary of the planes in my collection (i.e. numbers). Generally I catalogue when I have spare time and when there are about ten items to list.
5. Cost of collection as at 31st December each year.
6. Book and catalogue listing. At this stage listed in categories:
 - (a) Planes
 - (b) Other toolsThey are listed as I get them.

This is my system. It's probably not what many like to do, but whatever you do, do something about cataloguing your collection.

Trevor Semmens

COLLECTOR'S PAGE

A few of the plane buffs were discussing the third edition Goodman recently. Hardly great dramatic dialogue but worth recording.

Fred: It's strange the makers who have been omitted.

Bob: Like Chanceson.

Ralph: or Chance & Son.

Fred: Yes I've seen dozens of both.

Bob: So have I.

Ralph: Fred's got a chance to buy another Chance

If you have a plane stamped	Chance
	Chance & Son
	Chanceson

please send the details to the editor. We intend to compile a list and send it to Jane & Mark Rees with the intention of having this (important?) maker reinstated.

While thumbing through British Plane Makers' 3rd edition, I noticed under the entry for G. Davis that one plane has been reported from Australia stamped G. Davis London. Recently I saw a plane with this stamp. Can any readers add to the list?

HELP!

or the Editor needs your assistance.

The TTTG committee has resolved to join TATHS (The Tools and Trades History Society, UK).

The only problem is I can't get a reply to my letter from TATHS.

I know some members of TTTG are also TATHS members. Can someone help with communication?

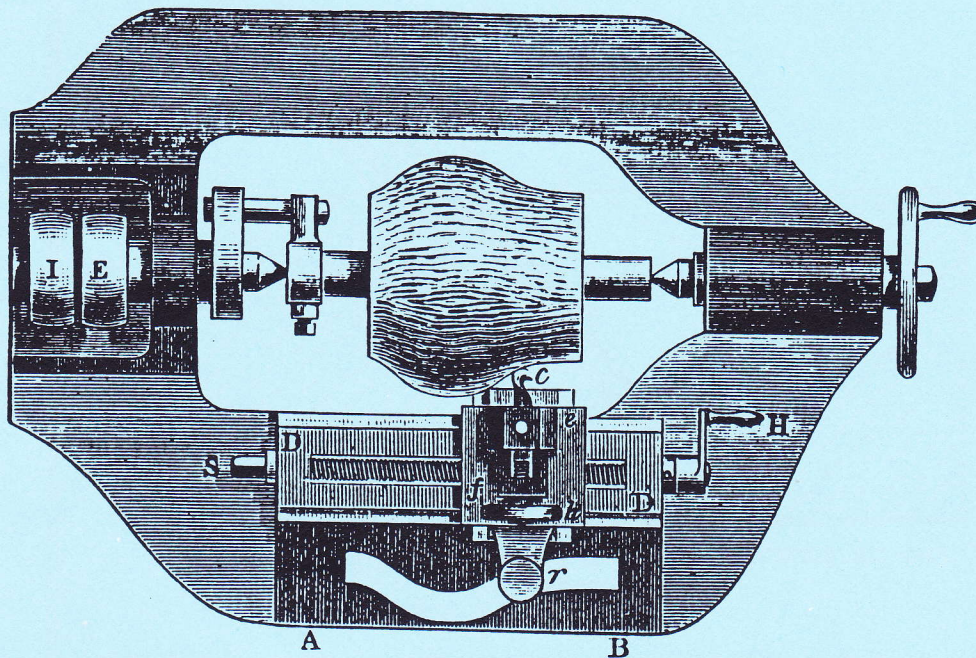
If you can put me in touch with someone who can expedite TTTG joining TATHS, please send the details ASAP.

COPY TURNING

The following is extracted from T.M. Goodeve, The Elements of mechanism, Longmans Green & Co., London 1883, pages 291-293. Article 226.

The cutter c is carried by a slide rest, which resembles the ordinary slide rest of a lathe. There is a true plane surface DD , with inclined sides, supporting the saddle fe . The handle H operates a screw which traverses this saddle to and fro along the line parallel to the line of centres of the lathe. The form of the nave is determined by the cam-groove in the plate AB in which a roller r runs as shown in the diagram. A slide carrying the cutter c is attached to r , and it follows that the traversing of the saddle fe along DD will cause the cutter c to advance or recede in exact accordance with the outline of the cam-groove.

FIG. 293.



PATENTS

The following material "Nurses' Regulator" is from Francis Young. Every Man His Own Mechanic. "Appendix" 1877. Ward, Lock & Co. Ltd, London.

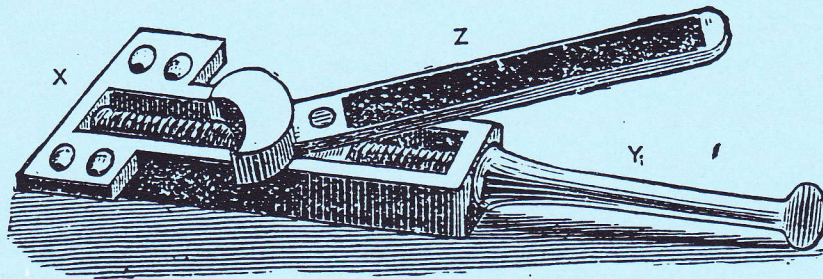


FIG. 28. NURSE'S REGULATOR FOR SECURING PROPER ADJUSTMENT OF PLANE-IRONS.

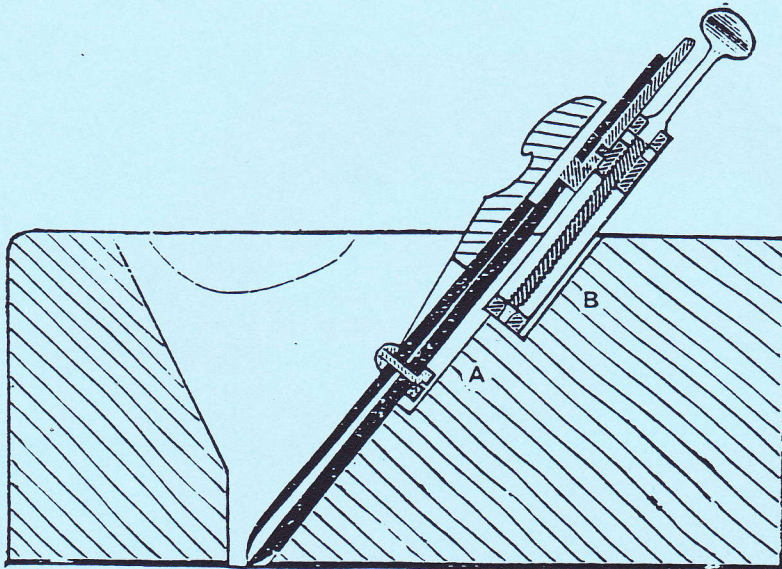


FIG. 29. SECTION OF PLANE SHOWING REGULATOR IN POSITION.

This invention is for retrofitting to ordinary wedged blade wooden planes to combat the ease of adjustment associated with Stanley/Bailey type planes which were starting to impact the previously unchallenged market position of the wooden plane.

The shaft "Y" could be rotated to change the position of the travelling nut associated with the lateral adjustment lever "Z". Apparently the crescent shaped knob on "Z" engaged the circular hole at the top of the slotted iron but the reason for its crescent shape eludes me. The bottom of the regulator had to be let into and screwed onto the frog of the plane so some modification was necessary. I would have thought that the adjustment effectiveness would have depended upon the firmness of the wedge which of course was still required. I don't think that the whole arrangement was a great commercial success as I have never seen a plane which has been modified in this way. Have any of our readers seen a device such as this in the flesh?

Garrett Wade



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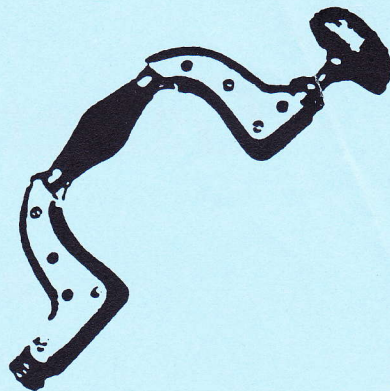
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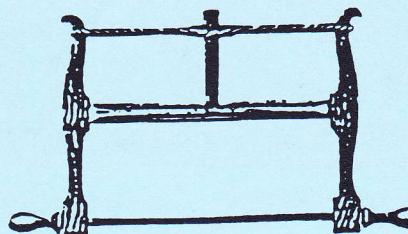
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