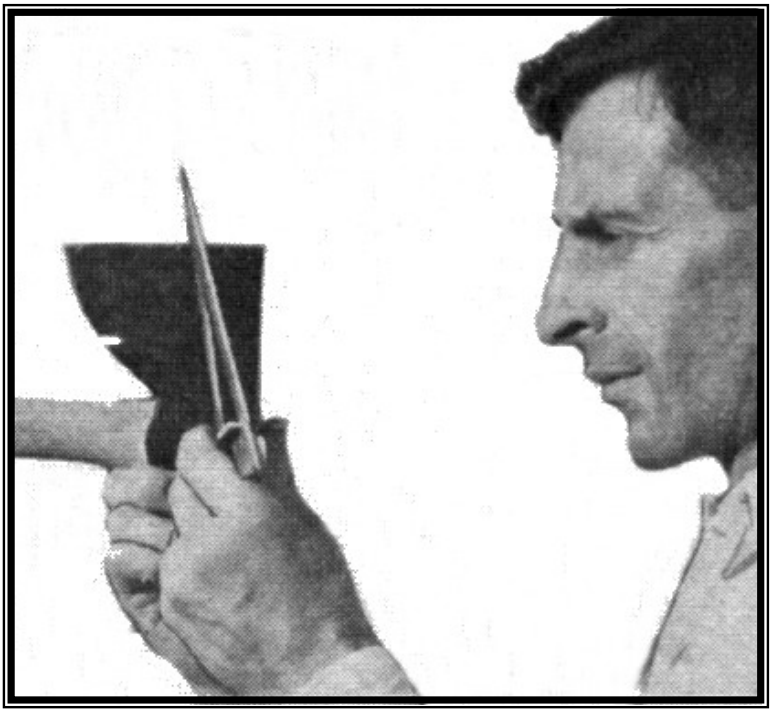

TTTG Inc. Newsletter Number 79. October 2004.
The Traditional Tools Group (Inc.)

www.tttg.org.au

TTTG Inc.
THE TRADITIONAL TOOLS GROUP (Inc.)
TTTG Newsletter Number 79. October 2004.

Contents.

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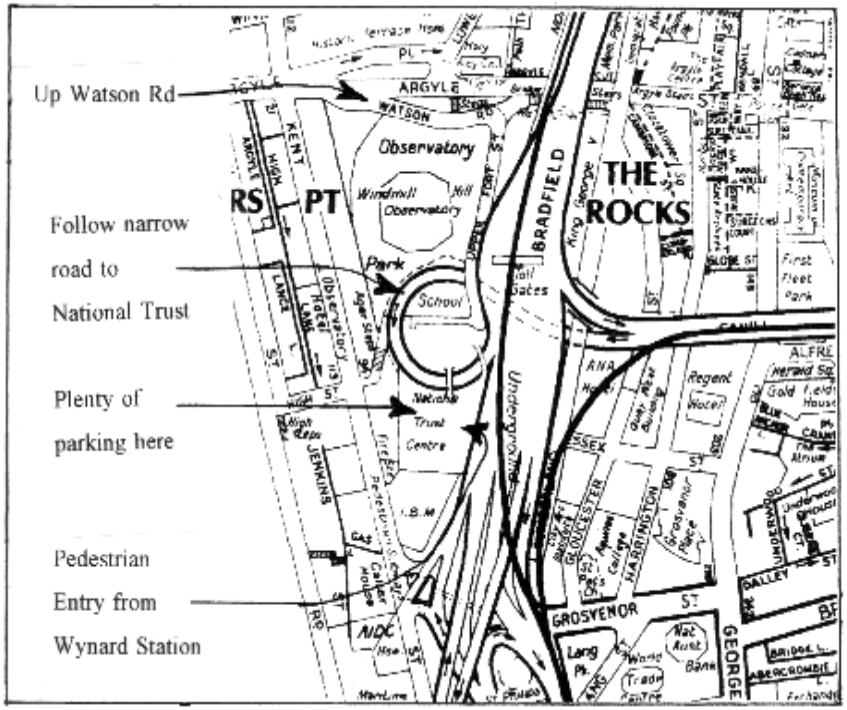
<u>Next Meeting</u> **Tuesday 12th October 2004**
National Trust Centre, Annie Wyatt Room
Observatory Hill. Commencing at 7:00pm



PROGRAMME

1. **THE TRADING HOUR. MEMBERS ARE INVITED TO SELL QUALITY TOOLS AMONGST THEMSELVES. MIN. PRICE $20**
2. **TRADITIONAL STONE MASONRY. WHAT WAS ONCE A WIDELY PRACTISED TRADE IS NOW GREATLY REDUCED. COME ALONG & LEARN HOW IT WAS DONE & HOW IT IS DONE TODAY AND THE TOOLS THAT ARE USED.**
3. **THIS WILL BE FOLLOWED BY FRED'S WOTSIT.**
3. **THEN OUR FUN AUCTION.**
4. **SUPPER BY MARIO DATO.**

Next Meeting.
National Trust Centre. **Tuesday October 12.**
Annie Wyatt Room.
Observatory Hill. The Rocks. Commencing at **7:00 pm.**

-**The Trading Hour.**
Members are invited to sell quality tools.
Minimum price $20.

-**The Auction.**
Vendors please refer to Auction Rules.

Traditional Stone Masonry.

Kris Krawczwk is a Director of Traditional Stonemasonry Company who are engaged in sandstone restoration.
Kris will talk about some of the techniques that they use, the tools that they employ and the traditional tools that have been used in the past, many of which are still relevant and used today.

Previous Meeting. **Tuesday August 10.**

-The **Trading Hour** seems to be viable. Same terms will apply.
-**Annual General Meeting**.
The 2003/4 Committee was elected as the 2004/5 Committee.
-The **Treasurer's Report** was tabled. Copies available on request.

The Committee addressed the meeting and several matters were discussed. The Library and the Tool Collection were identified as priorities.
Storage and access to these collections must be addressed in 2004/5.
The continued suitability of the venue was also discussed.
Several solutions were put forward and these are being investigated.
A report will be published in News 80.

The Auction followed the election and debate on TTTG's future direction.
Again the auction increased TTTG's modest assets.

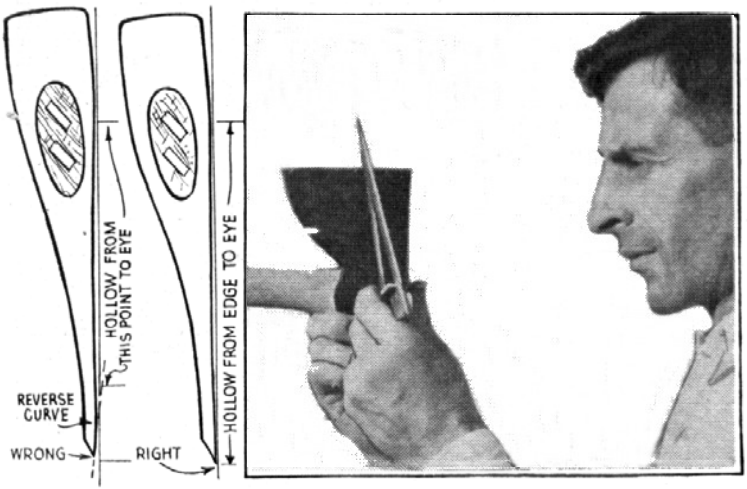
In future the Auctioneer will not accept such items as, picture frames, plastic toys and general household rubbish. Electrical goods are also "questionable".

The Cover.

This photograph is from a 1940's copy of *Popular Mechanics*
Peter Evans sent a copy to the editor commenting that it might be of interest to some TTTG members.

The editor couldn't resist using the image for the cover of News.
Flattening the back is the secret to sharpening and using bench axes.
A word of caution, use the axe correctly or risk loosing fingers!

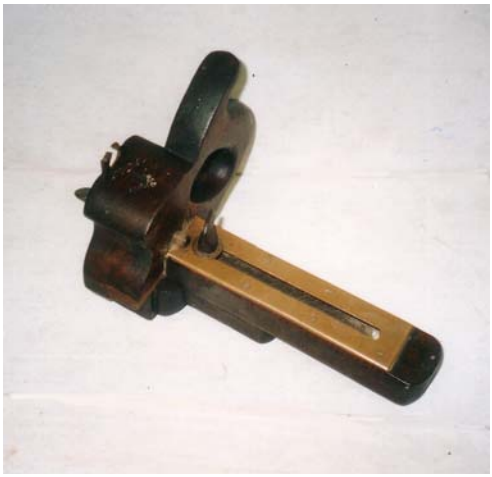
Bending the Blade of a Hand Ax to Make It "Hug" Work



If your hand ax is beveled slightly on the flat side, it will do better work if the bevel is removed

Cutting edges of new hand axes, even those of the best quality, are often bevelled slightly on the flat side, which makes it necessary to remove this slight bevel if the axe is to "hug" the work for good chopping. Grinding back the main bevel enough to remove the slight one on the opposite side, which is quite a chore with an ordinary hand grinder, usually does this. I find that a better and quicker small way to remove the bevel is to bend the shear blade by laying the axe on an anvil, flat side up, and striking it on the high spot. Bend the blade just enough so that light will show between the axe and the edge of a T-square held snugly against the flat side.
—Edwin M. Love, San Gabriel, California.

WHAT IS IT?



Photos: George Stamper

News 78 Mystery Tool.
The mystery tool in News 78 is a Tool for Bending Metal Beading.
The illustration is from Cassell's Cyclopaedia of Mechanics. Volume.VI

Laurie's Mystery Tool.
No information has been received.
A similar tool is used to glue felt on piano hammers.

Workshops and Publications.

October 17.

Combination planes.
How to set up and use combination planes.

November 21.

Shaves and Scrapers.
How to use all types of spokeshaves and scrapers.

All workshops commence at 9.30 am and conclude at 3.30 pm.
All workshops are held at Asquith Boys High School. Jersey Road. Asquith.
Members: $20 Non Members: $40
MORE COURSES WILL BE OFFERED IN 2005.

About the TTTG Workshops.

There are a number of skills based workshops available in Sydney
But TTTG workshops are arguably the best available.
Our workshops offer these features:

-The lowest cost.
-Quality teaching.
- Excellent facilities.

These courses are not available elsewhere.
Where else can you learn saw sharpening or how to use specialist planes?

Publications.

Dank's 1942 Catalogue.
See Horacio or John at the meeting to place your orders.

Carter Tools Leaflets.
A limited number of Carter Tools Leaflets are available.
Cost is $5 per leaflet, including postage.

Knock & Kirby Tradesmen's Tools Catalogue.
A reprint of this catalogue will be included in News 81.
Additional copies can be purchased from Horacio.

John's Pages.
This much-awaited publication will be included in News 80.
Additional copies can be ordered. Beat the rush and order now!

Correspondence.

Stanley Screw Threads.

This topic has generated lively debate.
The first reply was written by.**Terry Butcher**, TTTG Tasmanian Reporter.
Terry is the first TTTG President and a TTTG Life member.

In reply to John Bates' article on Stanley screw threads. I have tried to make replacement screws for the front knob and handles of Stanley planes.
The thread is between 21-22TPI and can't be cut on my screw-cutting lathe. I can do 22 but it will bind after five turns. AS for the diameter I found that Stanley use an unlisted wire gauge of .1815 inches diameter and roll the thread to a peak diameter of .212 inches. No thread is listed for this size. John's table from Saunders 1917 #12 .2157 x 20 TPI comes close but is not the same. Why three pitches, coarse, medium and fine, for various applications?

A sample of the other correspondence is reproduced.

Clynt Sheehy raised a few questions.

Speaking of threads on Stanley planes, do I or do I not deduce correctly that the thread on the adjustment screw and nut on ordinary Stanley bench planes is a 9/32" National Special 24 tpi left-hand thread?
Can our members confirm or otherwise my deduction?
If this is the thread, taps and dies of this size are not found at garage sales!

Whereas on Carter planes, the thread seems to be the common garden variety 5/16" UNF 24tpi left-hand thread, taps for which are readily available.
The cost of a 9/32" NS 24 tpi left-hand tap would be prohibitive if it had to be imported from U.S.A.
Perhaps some of our members have the skill to make taps of this size from 9/32", 5/16" or 8 mm diameter. Silver-steel rod ?

Also, the front screw on a two-hole handle seems to be an oddball size, is it?
.

Correspondence.

John Bates again searched the old thread charts.

You are correct that the NS is the series of American National threads of special diameter, pitch and length of engagement. These were replaced by the UNS series. I cannot find any reference to a 9/32x24 thread in either. However, there is a 9/32 in the UNM or Unified Miniature series but the standard is either 20 or 26 tpi - no 24! The BSC or British Cycle series thread also has 9/32x26. Again no 24 tpi is specified. Then I found a reference (from 1949) to a 9/32x24 thread as part of a series known as Admiralty Fine, a system of Whitworth form used for marine engines and boiler accessories etc. The same source refers to American special threads but none at 9/32 diameter were 24 tpi. A standard 7mm metric thread is only about 6 thou under and is 25.4 tpi - could it be a worn metric thread? There are also BSF and Brass thread of 9/32 but both are 26 tpi.

Eric Coyle added a few observations.

This general subject has come up from time to time on the old tools list server. Seems Stanley started cutting threads long before standards were around, and stayed with whatever they used. Some of the external threads were rolled too apparently.

Bob Crosbie offered an opinion.

I do not agree with the theory that Stanley screw threads evolved before screw threads were standardised. Whitworth in the U.K and Sellers in the USA developed standard thread series before Stanley mass-produced planes. John has found some likely obsolete standard threads in old thread tables.

The debate so far.

Several topics had been discussed.

a) The sizes of screw threads used by Stanley.
b) Did Stanley use standard screw threads?
c) Did Stanley use now obsolete standard screw threads?
d) Are the Stanley screw threads consistent over time?
e) How were the Stanley threads made, that is Cut or Rolled?

Correspondence.

Jim Davey had held back but now entered the debate.

Firstly the question of rolled threads:
The Early Stanley threads were cut, changed to rolled about 1900, maybe 1910. This is not mentioned in any Type Studies (that I have seen), but is purely from my observation when dismantling old planes.
Secondly, whether Standard or not?
The early US plane-makers like Stanley, Union, Ohio, Siegley, Sargent were always copying each other's ideas, patenting, busting patents, court cases etc. Some of the patents were for silly little stuff in an attempt to promote their planes and increase market share - changing the Keyhole from top of Iron to bottom was one "improvement" which was patented.
I believe that Bailey started with these threads and all the others copied - even Turner in Australia and Record in England, which are both very copied - they didn't seem to try for any improvements at all. Some of the cheaper brands like Carter would have used a standard Whitworth thread for economics. There must be a graveyard of all the taps and dies out there somewhere.
When did the Standards commence? Whitworth and Unified?

Wayne Gassner was quick to express his opinion.

I believe that Stanley did use non-standard screw threads so their parts would not be interchangeable with the parts of other makers, thus insuring their market share. Stanley parts were widely marketed, where other makers were not. Image the frustration a carpenter would feel trying to get parts for a Sargent or union plane in a hardware store that only carried Stanley. The transportation service in the US at the turn of the 20th century was painfully slow. I am sure he would just purchase a new Stanley so he could continue working instead of waiting for his parts to arrive on a very slow train. Sargent, Union & Ohio who were Stanley's biggest competitors all used US standard screw threads. US standards did exist for all but the very earliest Stanley production. I think the reason for others to choose to use Stanley screw threads was to satisfy the after market demand for parts for the millions of Stanley planes a year.

The key issues.

The debate had revolved around the question of standard screw threads. Tool users and collectors are concerned with replacing missing parts.
Accurate measurement is essential.

Correspondence.

John Bates then provided the background on standardised screw threads.

Whitworth proposed his series of threads in a paper to the Institution of Civil Engineers on 15 June 1841. He based his pitches and flank angle on the values mostly typically used at that time.
William Sellers of the USA proposed his 60-degree flank angle in 1864, and found Whitworth's 55-degree angle difficult to justify in those terms.
Unified thread series - adopted around 1948- is a 'modern' development introduced by the International Standards Organisation (ISO) in 1946.
But 'standards' were about a long before the ISO or Sellers or Whitworth.
The difference was that these earlier standards were not international; indeed for the most part they were confined to the output from a single firm or engineering works.
As Holtzapffel pointed out in 1846, "No inconvenience is felt from the dissimilarities of screws, so long as the same screwing tools are always employed in effecting repairs in, or additions to, the same works."
At that time Mr Whitworth's screw threads were merely a suggestion.
Holtzapffel goes on to discuss the taps, dies and hobs, his father used between 1794 and 1800!
Where our technology is today rests on the art and artifice, and the accumulated learning's and practice of generations of mechanics.
To unravel the past we need to put ourselves body and soul in their shoes and think about the world they knew; a place vastly different from our ordered regulated and standardised dominion.
Let's keep the discussion going we may yet get to our desired ends.

OZITOOLS.

Membership of this HTPAA discussion group is open to TTTG members.
You will find a link on **www.tttg.org.au**.

For more on Stanley Screw Threads turn to **Threads and Fasteners.**

Replies and Contributions.

All correspondence should be addressed to
The Editor TTTG.
P.O. Box 240 Grosvenor Place.
Sydney N.S.W.1220.
Or email r.crosbie@bigpond.com

Information.

Australian Abrasives.

Richard Bird has sent a copy of:
A Review of Industrial Minerals and Rocks in NSW.
Department of Mineral Resources Geological Survey of NSW
Bulletin No.30. June 1978.

Plane Blades.

Peter Allan has sent information on a range of new plane blades.
"For the last four years I have been producing a range of highest quality plane irons to suit block and bench planes based on Stanley and Record pattern plane irons"

"…..made from highest quality German tool steel, wash ground to 2.6mm….the blades are laser cut to ensure dimensional accuracy, they are then heat treated to 57Rc."

Prices Block Plane Iron 01 (1½") $59.95.
Bench Plane Irons 03 (1¾"), 04 (2"), 06 (2½") $69.95

Contact Peter Allan Ph/Fax 547221985,
email fcarestoration@gcom.net.au

Plane Castings.
Darren Cartwright has offered to have some castings for Stanley Shute Board hold downs made. If any one is interested please contact the editor.
Guido might also be interested in casting from members' patterns.
The December meeting will be at Guido's so we might have news by then.

A Directory of Sheffield
A Reproduction of the 1787 Directory of Sheffield
Which includes the marks of the cutlers, scissor and
filesmiths, edgetool and sickle makers.
Available from TATHS. www.taths.org.uk

The December Meeting.

This will be a special event at the Redfern Technology Park.
Keep the evening free, as this should not be missed.

Threads and Fasteners – Stanley Planes Tony Watson

When John Bates' article, Odd and Unusual Sized Threads (TTTG June 2004) was brought to my attention, I looked at the threads and fasteners used on Stanley planes with a view to determining how these relate to standards, both modern and obsolete.

The following observations are limited to the two Stanley planes currently in my possession, a late 1930s No 10¼ and a recent Australian-made No 3. The commonality of threads and fasteners between the two, despite their age difference, could indicate the same threads and fasteners were used on all Stanley Bailey planes. However, it would take a braver person than I to make such a sweeping statement, given the multitude of variations made by Stanley over the years.

Firstly, a few words on threads and standards. A thread is essentially a helical inclined plane and a threaded fastener can be thought of a round wedge. The shallower the wedge, the greater the mechanical advantage. For this reason a fine thread gives the greatest holding power. However, the holding power of a fine thread may be limited by the mechanical strength dictated by its cross-section. This limitation is the primary reason why standard thread forms and pitches for fasteners have been developed.

The most common thread form used for fasteners is the vee, the included angle of which may vary between 47.5 and 60 degrees. The pitch of a thread is expressed in one of two ways – the number of threads per inch (tpi) for imperial threads, and the width of each thread in millimetres for metric. Each thread system has its own included angle and standard ratios of pitch to diameter. For example, a ¼" Whitworth screw has a 55 degree vee thread and 20 tpi; a six mm ISO (or M6) screw has a 60 degree vee thread and a one mm pitch.

Further complications are multiple start threads as used on some sliding bevels, fountain pen caps and, in modified form, on 'Yankee' push screwdrivers. I need not go into specialised thread forms such as square, acme and buttress but these would be familiar to anyone who has used a bench vice or car jack.

Since the work of William Sellers in the 1860s, the Americans have been wedded to 60 degrees for vee threads and in dealing with Stanley planes this discussion can be limited to that form. The complications arise in the pitch/diameter ratios.

Threads and Fasteners

Current US thread standards are divided into three pitch series – coarse, fine and extra fine (UNC, UNF, NEF). These standards have arisen from the previous United States Standard (USS), the Society of Automotive Engineers (SAE) standard and the Sellers standard. Variations have been in the interpretation of pitch/diameter ratios and gauge (No.) range.

The three-pitch series is used to cover different fastening needs. Extra fine may be used for feed and adjustment purposes, such as in scientific instruments. Fine is used in automotive applications where resistance to vibration is required. Coarse provides quick fastening or better strength when tapped in softer materials, such as cast iron.

I believe that in the case of Stanley planes we can comfortably ignore current standards and focus (with one exception) on the Sellers thread. At the same time, the use of specialised pitch/diameters must be recognised.

Turning to specifics, I found that the cheese head screws that hold down the Stanley frog are No.12 (0.2157") with a 20 threads per inch (tpi) pitch. The knob (front handle) and tote (rear handle) screw threads are also No.12 x 20 tpi. The UNC, UNF and UEF standards for No.12 are 24, 28 and 32 tpi respectively, so the Stanley screws would therefore appear to conform with the Sellers standard (20 coarse, 24 fine and 30 extra fine).

Stanley, given the tapped thread's extra strength in the plane's cast iron body, may have justified the continued use of an extra coarse pitch. On the other hand, as conservative and parsimonious New England toolmakers, they could have been loath to change their tooling when new standards were introduced.

By comparison, the frog adjusting screw is 1/4"x 24 tpi (Sellers fine), presumably to allow finer adjustment than possible with a 20 tpi fastener. Just to confuse the issue, the screw, which holds the frog adjusting screw- retaining plate, is No.12 x 24 tpi (UNC standard)

The lever cap screw does not appear to conform to any documented standard, being 9/32" x 24 tpi. I assume that this is a specialised application, as is the nut and screw for the blade depth adjustment, which follows the same dimensions (albeit in left-hand form). Perhaps Mr Bailey thought 9/32" looked about right – the enduring nature of his design would appear to have proven him correct.

Threads and Fasteners

Now for the bad news. Reproduction of all but one of these fasteners by tap and die methods would require non-standard equipment – prohibitively expensive for short run or casual use. The alternative is the rather more labour intensive screw-cutting lathe. I would be prepared to make a few replacements by this method but more than 10 of each might become a little tedious.

A quick and nasty (but effective) repair method for a mangled thread is to use a larger die with the requisite thread pitch and a spill. A spill is a tapered piece of hardwood that forces the item to be threaded against one side of the die. By progressively driving the spill down while screwing the fastener into the die, the thread is re-formed by only one cutting edge. As 20 tpi is used in ¼" UNC and 7/16" and ½" UNF sizes, this method could deal with the No.12 x 20 tpi screws used by Stanley. Using the same method but turning anticlockwise cuts a pretty fair left-hand thread. Either 5/16" or 3/8" UNF, both being 24 tpi, could deal with the cap screw and the left-hand depth adjustment screw.

Item	**Standard**	**No.**	**Diameter.**	**tpi**
-Cap iron screw	Special		9/32"	24
-Lever cap screw	Sellers		9/32"	24
-Frog screw	Sellers	No. 12	0.2157"	20
Fits the knob/tote sockets and nuts; incorrect use would be obvious.				
-Frog adjusting screw	Sellers	No. 12	0.2157"	24
-Frog adjusting plate screw	UNC	No. 12	0.2157”	24
-Blade adjusting nut and screw (reverse thread)	Special		9/32"	24
-Knob bolt and brass nut	Sellers	No. 12	0.2157"	20
Fits the tote and the frog screw sockets; incorrect use would be obvious.				
-Handle bolt and brass nut, and rear handle toe screw	Sellers	No. 12	0.2157"	20
Fits the knob and the frog screw sockets; incorrect use would be obvious.				

THE LEDGER

New Members

On behalf of the TTTG Executive and Members, a welcome is extended to the following new Members :-

Philip Howe	**Keith James**	**Steve Stubbs**
Terry Winter	**Peter Wood**	**Anne Tulley**
Darren Cartwright	**Jim Bradman**	

Several of these new Members joined as a result of their participation at TTTG's Bench Planes Workshop and Moulding Planes Workshop.

These workshops are incredible value at only $20 for Members. As well as imparting everything you need to know about fettling, cleaning, sharpening and using these planes, President Bob gave a comprehensive background on their history, all delivered with his dry sense of humour.

"Combination Planes" is the subject of the next all-day workshop to start at 9:30 am on Sunday, 17th October, 2004 at Asquith Boys' High School. Come to this Workshop and you will never again be bamboozled by your #45, #405, #50 or #55, etc, and you will be able to make these planes sing in your hands. (Should you require any information, please 'phone Peter Evans on 9617 0675 or 0419 245 699 or see Peter at the TTTG meeting on 12th October, 2004.)

On another matter, the following members have not yet paid their membership subscriptions for last financial year:

75	188	231	270	274	282
114	221	244	271	277	287
180	222	257	273	280	

These members should forward a cheque for $60 to cover both 2003-04 and 2004-05 or, I regret to say, they will shortly cease to receive their Newsletter.

Clynt Sheehy
Hon. Treasurer

TTTG SUBSCRIPTION RENEWAL NOTICE

2004 – 05 SUBSCRIPTIONS FELL DUE ON 1st JULY, 2004

(TTTG Memberships are based on the financial year 1st July to 30th June)

PLEASE FORWARD A CHEQUE FOR *$30 (MADE OUT TO TTTG Inc.) TO :

The Treasurer
TTTG Inc.
PO Box N240
GROSVENOR PLACE
SYDNEY NSW 1220

* If you live more than 50 km from Sydney or you are a pensioner, then you MAY CHOOSE TO PAY only $22.50

Please advise if you have CHANGED your address from that shown on your Newsletter address label.

It would be helpful if you would write your name and Membership Number on the back of your cheque. (See top left of your Newsletter envelope address label for your Membership Number.)

Should you require a receipt, please enclose a stamped self-addressed envelope with your payment or see the Hon. Treasurer, Clynt Sheehy, at a TTTG meeting.

The Treasurer has NOT YET RECEIVED 2004-05 subscription payments from the following members (as at 20th September, 2004).

	75	132	188	222	246	263	274	284	293	304	322
7	77	136	198	223	249	265	276	285	295	307	323
12	82	139	203	225	251	266	277	286	296	308	324
16	87	159	209	226	252	267	278	287	297	310	325
31	92	160	211	231	255	270	279	288	298	311	326
36	101	165	217	233	257	271	280	289	299	316	327
45	114	168	220	237	258	272	282	290	301	317	
48	116	180	221	244	259	273	283	291	303	318	

John's Page. John Daniel

What's in a name?

The majority of pre-owned tools come with the previous owner's name, and in some cases, several names as the tool is passed down the line. I am always interested in the prevenance of tools that I am fortunate enough to find and feel that the owner's name adds much to the history of the tool.

Curiosity got the better of me when I purchased a fourteen-inch panel plane at a Melbourne HTPAA Tool Sale. It was infilled with fiddle back Tasmanian Blackwood and was stamped *E. Goette*. Although the plane did not have the graceful lines of a Spiers or Norris, it had a rugged appeal and was certainly made to last.

Who was this man who owned this solid plane, and the man that most likely infilled it and most certainly made good use of it?

As I acquired the plane in Melbourne, it was likely that *E. Goette* was an early Melbourne craftsman. Where to get the information?

Nigel Lampert, a member of the HTPAA and a Melbourne resident, recommended the book *Builders of Melbourne 1853 to 1972*, written by Mary Turner Shaw and published in 1972 by Cypress Books, Melbourne.

The author states in her book that;

Emil Goette, who founded E. Goette & Son, was born in Berlin in 1861. His parents were of French extraction, and he was the son and grandson of a line of four master builders before him. He came first to Sydney in August 1879, at eighteen the youngest member of a German delegation to work on a display at the Exhibition that opened there in October of that year. He returned to Germany the following January, but came out again with the team for the Imperial German display at the Melbourne Exhibition of 1880 – 1881, for which David Mitchell was then erecting the great building …
Again he left Melbourne in July 1881, but was determined to return, and early the next year seized the opportunity of coming as interpreter to a friend. This time he did not leave again for another forty years.

Emil, after a setback in his early building days in Australia, due to a poor choice of building partner, established himself as a well respected builder and good community member. He had a long active membership of the Master Builders' Association and in 1945 was the first to receive an Honorary Life Membership of that association.

John's Page

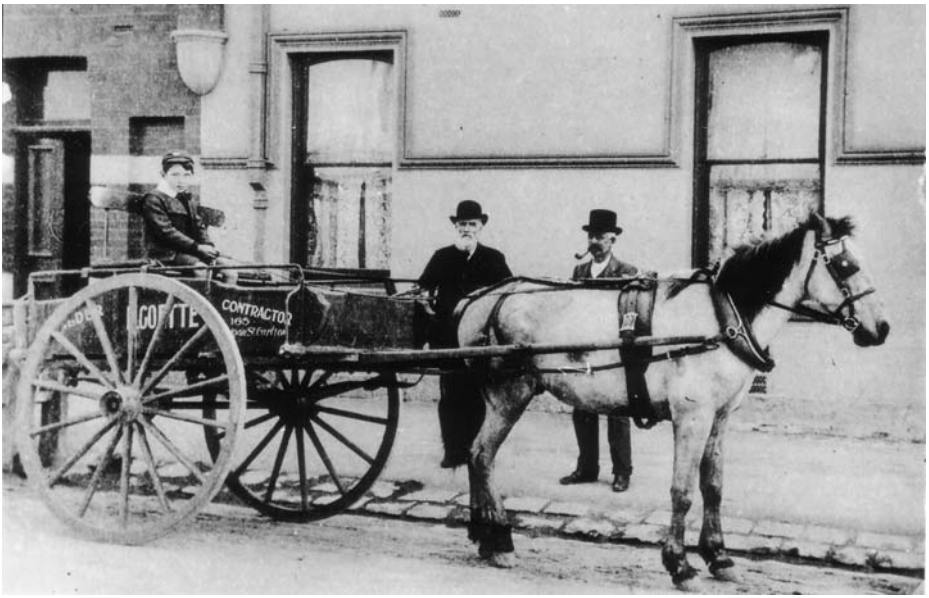


Photo !. Emil Goette is on the right with top hat and pipe. His son Emil (known as Ted) is in the cart dressed for school at about 6 or 7 years of age. The horse was called "Bob".

Emil's son, Emil Paul Goette (known as Ted Goette in the industry) became a partner in rhe firm in 1923 establishing *E. Goette and Son*. Emil passed away in 1953 at age 92, however, the *E. Goette and Son* name carried on when Ted made his son Emil W. Goette a partner at that time. Ted retired in 1962 and passed away in 1971.

I was pleased to locate Emil W. Goette, the grandson of E. Goette, who not only had a great memory, but was most helpful in my quest. During our lengthy conversation he spoke of his early apprenticeship days and the standard workshop practices of that time, and the tradition that flowed through from one generation to the next. He spoke of improved tools, the use of cutting gauges when rebating, draw knives for rough straightening of long boards, tradesmen-made planes for removing charred surfaces when renovating after a fire, planes six inches or more in width that were pulled along with a rope by the apprentices while the master guided them, such a wide spectrum of information that was freely shared. He kindly sent me copies of two photographs, one of his grandfather and father, and the other taken in front of the Joiner's shop at 165 Lygon Street, Carlton.

The following comments accompanied the photographs, firstly on the photo taken in front of the house:

It was my father's job to muck out the stable and groom the horse before he went to school each day. Notice how neat the people are dressed in 1907, on a working day too. Even the curtains and blinds on the house are identically drawn on each window. I suppose the horse's hooves are polished too.

Secondly, on the photo taken in front of the Joiner's shop:

The walls of the Joiner's shop, which was at the front, were covered with all types of tools – bow saw, trammels, cramps, hand saws, etc. Behind the shop front was a hand mortising machine worked by means of a long steel handle – quite an ingenious machine for its time and effortless to use as it was counterweighted. The joiner's benches were double sided with a drop section in the centre to hold all the planes, etc.

Photo 2. Emil Goette's offices at 163-5 Lygon Street, Carlton Victoria. The shop was purchased from Jim Redman, wine and spirit merchant in about 1907. The Goette firm operated from these premises until 1963. Emil Goette is on the right.

"What's in a name?" you may ask. In this case, for me, it was a connection. It gave me the opportunity for a glimpse into the past and an appreciation of the contribution of our early migrants to the building industry and especially it gave me the opportunity to speak to a delightful retired gentleman, happy to share his knowledge. Note: It was a tradition in the Goette family to carry the given name *Emil* from one generation to the next.

Reference:

Builders of Melbourne.
The Cockrams & Their Contemporaries 1853-1972.
Mary Turner Shaw. Cypress Books, Melbourne 1972.

Photo 3. Emil Goette's panel plane. Although it may not have the graceful lines of a Spiers or Norris, it has a rugged appeal and was certainly made to last.

Incident at a market

The Collector arrived at the market,
pleased that his mates weren't there.
"No competition today" he thought,
as he glanced around the fair.
He spotted a tool in the distance,
Oh! How his heart did race.
"No competition," again he thought,
as he quickened up his pace.
Before his eyes a hand went down,
now a frown upon his face.
It was the hand of a "new chum",
just passing through the place.
A thought passed through his mind just then,
he remembered not to fret.
He remembered to count up to ten,
there are things that he was not meant to get.
Be happy for the "new chum",
he may expand our ranks.
Tell him about the Traditional Tools Group,
for in time he will be full of thanks.

John Daniel.

eBay Watch #2 by eBay Tragic

As promised in the last column, some notes on "shill bidding" and how to spot it. The model for shill bidding is the auctioneer who pulls bids off the wall, out of his head, or a dummy telephone bidder, or wherever, to push the price up, especially when there is a single interested bidder.

Whilst you cannot be sure of shill bidding, there are some tests to give you a fair idea.

Test (1) lots of valuable items with a low starting price and no reserve.

Test (2) one (or a few bidders for someone who is high volume) bidder with little feedback is buying many items for high prices, or is bidding repeatedly on many items.

Test (3) that bidder is getting little or no feedback from the seller.

Test (4) you are the underbidder, and the seller contacts you to buy the item saying "the high bidder is not proceeding with the purchase" (remember this bidder has "purchased" a number of items in the past). Now these tests *are not conclusive* evidence of shill bidding, especially individually.

So you need to do a little investigation; in the next column we will discuss how to carry out such an investigation. We will also show indications of non-problem behaviour.

Now a first time (and hopeful) seller from country Queensland.

The listing was and I quote "Collection of Antique Woodworking Tools, all restored to orig. cond. Consists of mainly hand planes {some wood}, spoke shaves, screw drivers, levels, bevels, rules etc. Includes solid Red Cedar tool box and many woodworking magazines and reference books. " Starting price of $1,800 – no pictures, no details.

Now all you need to do is drive to Kurwongbah for a look before bidding. Nobody did it seems.

So second try starting price $1,750, with a nice, but cluttered and confused, picture and a bit of description. Takes time, this is the North. Right at the death there was one bid.

eBay Watch #2 by eBay Tragic

Either someone who could figure out the photo, or a local who went out, had a look and then bid, or perhaps someone who bothered to email the vendor for a list (unlikely or the vendor would presumably have placed the list on eBay after going to the trouble to write it), or a complete amateur (the winning bidder, like the seller was an eBay virgin).
Hell there is a Sociology PhD thesis in here somewhere.

eBay tip #3: Hanging around at the end of an auction to put in your bid is a bit of a nuisance, and many people figure out a maximum bid, and then bid that figure early, and hope for the best. If you are the only bidder, you still get it cheap, if not, you cannot be bid past your maximum. Now quite often you will see that someone got an item for the next bid above your limit; a possible response is to set your bid a *little* above your maximum.

Do not do this, because you will be tempted to pitch the bid well above your desired maximum, and you may be (and this has happened) bid well beyond your limit, not just the next bid. There is *sniping* software that will place a bid right at the end, of course you are dependent on the system working.

Now get those eBay stories into the editor.

Miss the Show, want to se the pictures?

What show? Henry's Sydney Tool Sale of course.
Log in to Hans Brunner's site and take the link to Last Column.
Good photos, pity about the subjects!
I don't want to upset Hans so I won't give his address.
Go to any search engine and type in Hans Brunner Tools.

What new at TTTG?

Best way to find out is to go to our Web Site. **www.tttg.org.au**
It just keeps getting better and better.
Proof is in the way other groups copy our site.
Truth is we haven't really tried that hard yet.
The next TTTG innovations will have every one sitting up.
See News 80 and www.tttg.org.au for developments.

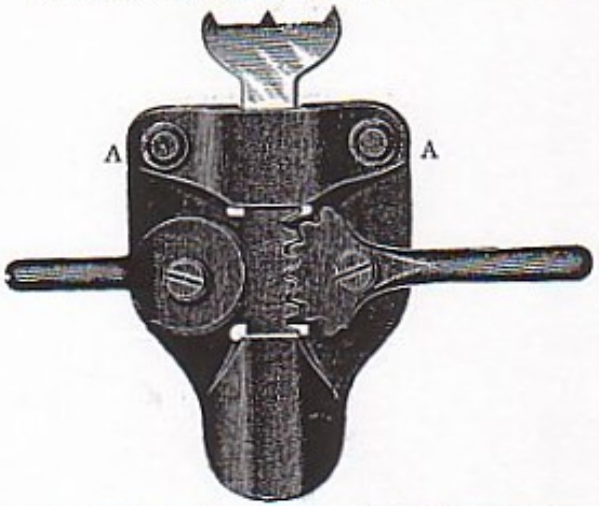
No prizes for guessing who writes this stuff!

A New Bench Cramp.

Another “good idea” that in reality damaged many a plane body?

A New Bench Cramp.

We show in the illustration below a new bench cramp or stop recently introduced by Messrs. Wynn, Timmins, and Co , Ltd., of Birmingham. To use the cramp it is placed on the bench about ½ in. in rear of the wood in preparation. The heads of the two spikes A, A are then struck with a hammer until the body of the cramp is quite flat on the bench. The right-hand lever is then pulled back, thus advancing the slide till the prong thereon cramps the wood in preparation against the ordinary bench stop. The slide is then locked in position by turning the left-hand lever, which is fitted with an eccentric, thus leaving both hands free to reverse



plane, or scrape the wood as required. These cramps are known as “Charles’ Patent,” and may be obtained through any good tool dealer.

Woodworker February 1902.

Glue Pots Peter Evans

Hide glue still has many uses; a problem is adequately heating it.
A few options:

1. The traditional cast iron two part glue pot, a sort of double boiler. These usually look (and are) pretty grotty, and can discolour the glue, especially if rusty. However these days you may want a sort of triple boiler, ie placing water in the top pot as well, and placing a glass jar (baby food jars are good) inside that. God knows what the aluminium pots do to the glue.
2. Get one of the little woman's cooking pots, place some water in it, and use the glass jar again, as a sort of double boiler. In The Wood Worker of 1922 - important point – the glue level in the jar must be above the water level in the pot. There is a whole page devoted to the cooking pot approach and a long diatribe against the traditional cast iron glue pot.

Now for both of the above you need a regulated heat source. Try the little woman's iron, upside down in the vice (you may need to make a cradle to avoid damaging it), and play around with the setting to get the right temperature. Electrical pot warmers may also work. Of course a camping gas unit will work, when you get the temperature right – fiddly.

3. An electrical glue pot. A slight difficulty, no one makes one in Australia. You could get one from the US, from Highland Hardware for US$99 + shipping:

You will also need a 120v transformer of course. The august 2004 issue of Fine Woodworking has an article featuring this product.

4. Electric glue pots were made in Australia at one time, good luck.
5. Wax pots work well. The have a number of advantages – firstly they are readily available; secondly, they are relatively inexpensive when bought on eBay (plenty of items for sale, just wait for the right price); thirdly they are thermostatically controlled, and get hot enough and stay there, to maintain a 60ºC temperature the setting is only a little over the middle setting – these things can get quite hot; fourthly they are available in a number of sizes; fifthly you can do interesting things defoliating your body hair. The liquid container is metal, meaning adequate heat, as opposed to baby bottle warmers. The wax pots are quite quick – 15 minutes to get from cold to 60º, if you used hot water would be very quick.
6. There are baby bottle warming pots available.

Unfortunately they have a plastic liquid container, and simply do not get hot enough. I guess babies do not need high temperature feeding.

Glue Pots.
The wax pots have a non-stick metal heating container. You could heat the glue directly in the container; of course there is a cleaning issue.
Better option is to use a glass glue container in water, saves cleaning glue out of the pot itself. Some waxes apparently come in containers that can be heated directly in the wax pot container. could try your friendly local body shop for used containers.
The wax pots come in three sizes – 350ml, 500ml, 1000ml,
They are worth investigating.

Editor's Suggestions.
Glass seems a good option until you drop it!
Screw top plastic food jars are excellent. I use one in my electric glue pot.
I would not recommend any type of flame as a heat source.
Old cast iron glue pots are simply unnecessary now days.
If you must use one then clean it and re tin the inner pot. (This is a near impossibility as glue will have permeated the cast iron and no amount of chemical etching will clean the surface sufficiently well to allow the tin to adhere. Sub Editor)
Any foreign matter spoils the glue.
Old electric glue pots do turn up but check out the electrics.
Hecla made one with a copper body but it is virtually impossible to get new elements.
Avoid aluminium glue pots. But aluminium electric pot with a new inner pot would be fine, be prepared to spend time cleaning it.
You can avoid the need to use a triple boiler solution by replacing the inner pot. In some electric pots a plastic food container works well.
If you must use a metal inner pot then use stainless steel. Look in the Kitchen Wares section of the Department Stores. Excellent stainless steel bowls are available in a wide range of sizes. You will find one to fit.
I love DJs but having not grown up on the North Shore I look for my stainless steel bowls in dollar shops. Similar bowls but lower prices!
Whether using plastic or stainless steel allow the steam to escape.
The plastic container can be fitted into a marine ply collar, notch the edge in one spot for steam. Stainless bowls often have projecting rims. Simply file a notch for the steam to escape.
It occurs to me that redundant cooking equipment could be used.
An asparagus steamer might be ideal.
Hide glue is the strongest and most versatile adhesive with the advantage of being reversible. I listen to all the arguments against pearl glue and then ask these questions. Have you heard of the World War One Bi-Plane propeller screws on graves in France? Do you know they were laminated? Do you know they are still in one piece? What glue was used?
The answer is Animal Glue.

HEAVY DUTY CONCRETE MASTER

OPERATING INSTRUCTIONS

The Heavy Duty Concrete Master should be used in a Heavy Duty rotary electric or air drill.

Do not attempt to start a hole without first making an impression on the surface with a hammer or chisel or alternatively using a wooden template. Damage to the tips may be caused if the drill is allowed to spin across the surface of the concrete.

Adequate pressure must be applied to keep the drill cutting, rubbing will quickly take off the sharp cutting edges of the Tungsten Carbide teeth. It is advisable to arrange to apply leverage with a stout baulk of timber over the power unit. When this is not possible it will help to get a man on either side of a baulk of timber bearing down on the power unit.

The drill should be withdrawn at regular intervals to prevent the spoil packing inside the body.

KEEPING THE CUTTING TEETH SHARP

Sharpen on a Silicon Carbide Green Grit C60.LV Wheel or return to works for quick regrind service. (United Kingdom only)

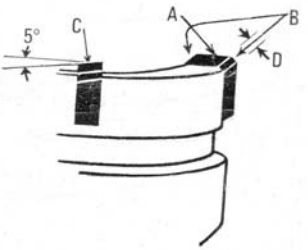
Grind at 'A'. Square to the centre line of drill with 5° approach angle 'C'.

Grind at 'B'. Chamfers at 45° with 5° approach angle 'C'.

Width of chamfer 'D' for drills—

Sizes $\frac{1}{2}$" to $\frac{3}{4}$" approx. $\frac{1}{16}$"

Sizes $\frac{7}{8}$" to $1\frac{1}{2}$" approx. $\frac{5}{64}$".



SPEEDS RECOMMENDED AS BEING MOST SUITABLE

Size Ins.	$\frac{1}{2}$	$\frac{5}{8}$	$\frac{3}{4}$	$\frac{7}{8}$	1	$1\frac{1}{8}$	$1\frac{1}{4}$	$1\frac{3}{8}$	$1\frac{1}{2}$
Speed R.P.M.	400	350	300	250	200	180	160	140	120

FAST RESHARPENING AND RETIPPING SERVICE

Resharpening charges	$\frac{1}{2}$" to $1\frac{5}{16}$" - 2/3	1" to $1\frac{1}{2}$" - 3/3
Retipping (per tip)	$\frac{1}{2}$" to $1\frac{5}{16}$" - 3/6	1" to $1\frac{1}{2}$" - 5/–

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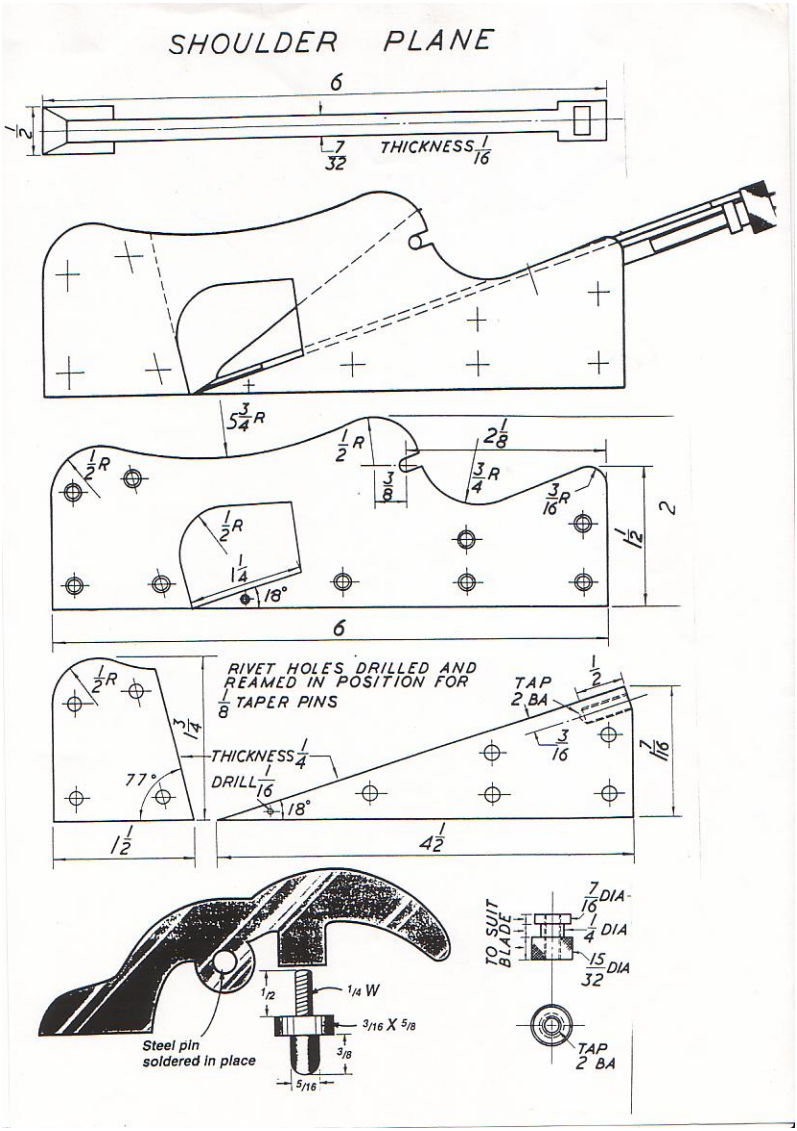
A Shoulder Plane.



Classic Aussie Tools.

McPherson's Catalogue No.164.

Buy and Sell.

The “members only” [page.

WANTED

- Carter Planes, Models C5, C10, 78, C54 Nickel Plated
Stanley Electric Router to plane attachment type model
GA-H285AI don't know the router number but it probably has
Red Plate. The body diameter is approx. 3-5/8 inches.
Nev Handebo (02) 6771-3776

- Heavy Firmer Chisels wanted by working carpenter.
Square edge chisels all sizes 1" and above.
Mick Dowling. Phone 03 93863481 or 0407 544338.
itshimselfthen@bigpond.com

- Any planes made by Jas. McLaren Melbourne, even a photo.
Spiers or Mathieson Thumb, Chariot, and any Gunmetal Planes
Jim Black. Phone 0351 825561.

-Australian made implement wrenches and spanners.
Anything either marked as Australian Made or known to be so.
Also ones from Railway workshops and other enterprises.
George Radion. Phone 03 9557 1178,
radion@iprimus.com.au,

-Blacksmiths Post and Bench Drills, hand or power, any condition, up to 1940.
Buffalo, Champion, Silver, Globe, Dawn, Goodall Pratt, Union.
Rick Mitchell. Phone 4751 4762 or 4751 9797.

-Accessories wanted for 8mm Lorch flat bed Watchmakers Lathe
Such as Compound slide rest, tailstocks, index plate etc,
George Gardner (02) 9527 4176.

-Pullmax metalworking tooling and manuals for use of same.
Original Black and Decker Workmate, the cast aluminium version.
Also wanted an Emmert pattern makers vice or lend of one to copy.
Contact Guido on 0293196190 or info@wroughtartworks.

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