

Newsletter Number 87. February 2006.

The Traditional Tools Group (Inc.)

www.tttg.org.au

THE TRADITIONAL TOOLS GROUP (Inc.)

**TTTG Newsletter Number 87.
February 2006.**



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Subscription Rates: Sydney \$30. Overseas \$30. Out of Sydney, Other States and Pensioners \$25.

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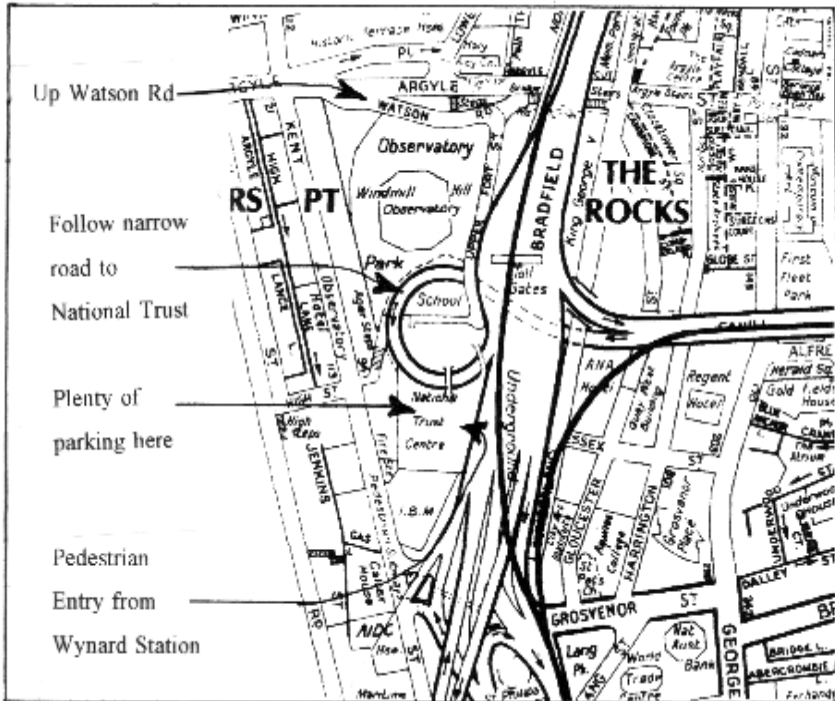
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Next Meeting

Tuesday 14 February 2006. 7pm.

National Trust Centre,
Observatory Hill.

Annie Wyatt Room
Commencing at 7:00pm



Programme

- 1) The Trading Hour. “TTTG members only” tools for sale.
- 2) Presentation. Mike Darlow. Wood Turner and Author
- 3) TTTG Auction. No reserves, everything must be sold.

Catering by Mario Dato.

Previous Meeting.

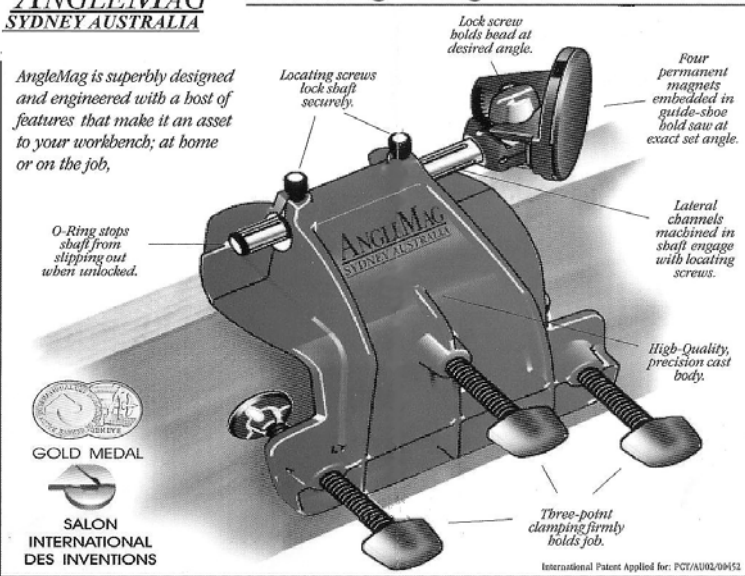
Tuesday 13 December 2005.

Australian Innovative Tool Design.

Jeff Snell, the inventor of AngleMag gave us a lively presentation of his invention and the trials and pitfalls of inventing, patenting and bringing to market any new design. By persevering he has made AngleMag into a quality tool at a reasonable price and proved that innovative Australian Design can succeed in a World Market.

ANGLEMAG
SYDNEY AUSTRALIA

www.anglemag.com



Jeff Snell (far right) discussing AngleMag with our members after his presentation. (Photo, courtesy of Zahrina Snell)

Next Meeting.

National Trust Centre. Annie Wyatt Room.
Observatory Hill. The Rocks. **Tuesday 14 February 2006. 7pm.**

Mike Darlow will be the guest speaker.

Mike is a well known luminary in the wood turning world and has run a successful wood turning business for many years as well as writing books and articles on the subject. He is the author of *The Practice of Woodturning*, *The Fundamentals of Woodturning*, *Woodturning Methods*, *Woodturning Techniques*, *Woodturning Design*, and *Turned Chessmen*.

Mike Darlow www.hinet.net.au/~mdarlow

The Trading Hour

This is usually set up by 6.30pm. Minimum price is \$20 per tool. Quality only. "Members only prices". For the serious buyer but there are always bargains.

The Auction.

This has become an institution. Trainee Auctioneer still wanted! Throw away prices. Somehow we manage to sell everything. Usually there are no reserves. Stupid prices. Planes to Play Stations, Rules to Rusty bolts. Anything could be under the hammer. Who got the Car Radio last time?

Paying after the Auction.

Two TTTG Committee members record the takings. The Treasurer is also on hand. This is a time consuming and stressful process. Purchases can assist by trying to have the exact money ready. If say you owe \$4 but only have a \$5 note please consider "rounding up" The prices are so low we can all afford to be generous.

Please Note: the entry fee for TTTG meetings is \$5.

BUY SELL SWAP

A TTTG “members only” service.
Entries are free to TTTG members.

Please forward the Advertisement Request Form.

WANTED



- Anvil 70 kg to 200 kg with any available tools.
David Hire. email dhire@zip.com.au 0412 969596 after hours 9552 3636
- Heavy Firmer Chisels. Square edge chisels all sizes 1" and above.
Mick Dowling. 03 93863481 or 0407 544338. itshimselfthen@bigpond.com
- Wanted to buy (or swap): Farm / Implement Spanners and Wrenches.
Railway and large Engineering concerns. Sunshine, McKay, Massey Harris, IHC with AP prefix numbers, Shearer, Lightning, Furphy, Barger, SRANSW, NSWTD, VR, Clyde, Litchfield, Coxhead, others.
Any wrenches with cut out / skeleton letters.
George Radion -03 95571178, email radion@iprimus.com.au
- 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 02 93196190 info@wroughtartworks.
- Blacksmiths Post and Bench Drills, hand or power, any condition.
Buffalo, Champion, Silver, Globe, Dawn, Goodall Pratt, Union.
Rick Mitchell. 02 47514762 or 02 47519797.
- Lead Dressing tools and Bobbins. Kevin Allen. 02 95232359 or 0416 243396
- Parts for 1937 Driver Circular Saw.
Riving Knife and Crown Guard. Any attachments.
Also I would be interested in a Driver Drill Press. Contact the Editor.
- Big Saw sets
My eldest son Simon is wanting some big saw setting pliers to set crosscut saws with. He actually wants to take them to Africa & set bandsaws with them. Biggish ones would be good. He wants quite a few pairs. I am looking for a decent "Inshave" if you know anybody with one. Stan Ceglinski email biliwood@bigpond.net.au

FOR SALE

TTTG has been asked to sell two catalogues.

The asking price is \$175 per catalogue.

Buck & Hickman Catalogue. May 1923,

Very good condition.

William Marples Catalogue. 1938,

Has pencil notes, ink stains etc and worn binding.

However included with this catalogue are a number of Marples leaflets,

The leaflets are probably also late 1930s.

For anyone with a particular interest in Marples this catalogue is worth considering.

Contact the TTTG Editor if interested. r.crosbie@bigpond.com

WANT LIST.

Looking for a particular tool, machine, book or magazine?

TTTG is compiling a Want List as a service to TTTG members.

This Want List will be posted on the TTTG Web Site.

No fee will be charged.

Member's privacy will be protected.

Selling Old Tools.

TTTG can arrange the sale of second hand tools. Old tools are sold by TTTG:

- a) By private treaty. We offer to get a good price for quality tools.
- b) By Auction at TTTG Meetings.
- c) At Henry's Annual Tool Sale on the TTTG Stand.
- d) At The Timber and Working With Wood Show on the TTTG Stand.
- e) By advertising in TTTG News.

The advertisements are free but the other services are subject to a fee.

Contact a TTTG Committee member for details.

TTTG Catalogue Reprints.

Copies of the Nock&Kirby Catalogue are still available at \$5 each.

Copies of the Carter Tools Leaflet are still available also at \$5 each.

Benns' Hardware and Johns' Pages are both SOLD OUT.

The 1932 Record Tools Catalogue reprint is available at \$8 per copy plus postage.

More Reprints are planned for 2006.

These include the 1950 Stanley Tools (Great Britain) Catalogue and a collection of Instruction Leaflets for Record Tools.

2006 TTTG Open Day.

On Sunday 23 April 2006 TTTG will hold an open day for members.

The theme is **Sharpening and Tool Repair.**

The venue is Asquith Boy's High School.

Members can bring tools to the Open Day for **Sale and Swap.**

This will be a "members only" day.

Anyone can attend by joining TTTG on the day.

Members can use TTTG's equipment and the workshop resources at the school.

Jim Davey will be there with a selection of "fettled" planes for sale.

Jim will also have a selection of sharpening and tool care products for sale.

SEE WORKSHOP PROGRAMME FOR DETAILS.

TTTG 2006 Workshops.

Sharpening Edge Tools.

Sunday 19 February 2006

Plane Tuning.

Sunday 19 March 2006

Workshop Open Day.

Sunday 23 April 2006

Saw Sharpening.

Sunday 21 May 2006

Plane Tuning & Sharpening.

Sunday 25 June 2006

Venue for all workshops is Asquith Boys High School.

Workshops start at 9.30am.

Tea, coffee and biscuits are provided. Bring your own lunch.

Asquith Boys High School, Jersey Street Asquith 2077. 9.30am to 3.30pm

TTTG Members \$20. Non-members \$40

To be sure of a place it is advisable to enroll in advance.

Use the enclosed TTTG 2006 Workshops Leaflet to register.

Why TTTG Workshops?

TTTG workshops are arguably the best available.

Our workshops offer the lowest cost, quality teaching and excellent facilities.

These courses are not available elsewhere.

TTTG can arrange workshops to suit your needs.

But only if you tell the Committee what you want!

Editor's Notes.



Sometime back I stopped publishing this column. You can relax; I am not including it in each issue.

However on occasion there is a need to convey important information to TTTG members. When this happens Editor's Notes will appear.

The Web Master has completed the Web based TTTG Membership List. This opens the way for an improved TTTG.

Here are some of these improvements.

Membership List.

It is now "state of the art". With more data we can fine-tune.

What is now needed is the email address of every member.

If you think we do not have your email please log on to www.tttg.org.au

Other groups are publishing Membership Lists.

TTTG policy is to not publish our Membership Lists. What do you think?

Subscriptions Due Notice.

When your subscription is due a loose notice will be inserted in News.

If payment is not received within a month News will not be sent.

The Secretary will send a polite reminder.

In future only financial members will be sent a copy of News.

Newsletter Format.

News is changing, more by evolution than intelligent design!

The Editorial Committee monitors the Journals of similar interest groups. The pattern seems to be to spend more on glossy publications. Our attitude is to publish, "a good read" and to be frugal with TTTG's hard earned money. but we are open to criticism.

News 87 Cover.

Popular Mechanics June 1960.

This was a classic issue! Articles included "The Man Who Owns a Tanks Corps",

Reg's Donation.

At the last TTTG Committee Meeting General Business was moved to the top of the Agenda by an uncharacteristic, but spontaneous, suspension of protocol, duly noted in the TTTG Minute Book. The big parcel tabled with Correspondence was too much for the normally stoic committee members to retain their placid composure. The letter accompanying the contents of the parcel is reprinted below;

Dear Secretary,

I am in Australia for a short visit (before going New Zealand), mainly to view the progress being made by Terry Butcher on the coffin, which, as you know he is making in Tassie.

Whilst here I thought I would drop a line to thank the Group for the interesting and informative TTTG Newsletter, which I always enjoy. I have also include this old plane which I found in a box of junk, which is probably of no value, but can be disposed of for the betterment of the Group at their discretion.

Wishing you all a happy and serendipitous New Year.

Yours sincerely,
Reg Eaton.

Reg's letter was dated 1-1-2006. What a great way to greet the New Year!

The photo on the back cover is of Reg's donation being as he describes it,

“this old plane which I found in a box of junk, which is probably of no value”

The plane is a valued additional to the TTTG Tool Collection and will reside in the TTTG Railway Tool Box. It is in fact one of the key tools we have been seeking.

The Committee anticipates Reg's report on the progress of Terry's coffin. Perhaps the series of articles on Coffins has motivated others to take back some control of their final journey and to incidentally strike a blow at an avaricious industry.

Perhaps the time will soon be right for a TTTG “Make Your Own Coffin” Workshop?

The Committee expresses appreciation for Reg's kind words and the donation of this fine Stanley plane and wishes him all the best for the New Year and those to come.

Back Page Pictures Wanted.

Some TTTG members have significant tool collections. If you have a tool that you think is worthy of the back page of News contact the editor. Monetary value is only one of many criteria. Confidentially will be protected.

Member Profile.

Ken Turner elected TTTG Life Member.

The TTTG Committee has elected Ken Turner a TTTG Life Member in recognition of his contribution to the study of traditional trades and technology.

Ken is a Melbourne identity and a member of the Hand Tools Preservation Association of Australia Inc. (HTPAA). Ken has recently reprinted the 1899 Mathieson Catalogue.

Frank Ham has contributed the following biographical sketch.

Ken Turner, who came originally from England, inherited an interest in engineering tools from his father. He later developed an interest in books and old wares.

Ken established the “Cobweb” in Malvern Road in Melbourne and dealt in a great variety of mechanical artefacts especially typewriters, sewing machines, kitchenalia, cameras and antique tools. He also sold related books and catalogues especially those of collectable tools, early trades, and technological and historical records.

Ken has a special interest in ephemera pertaining to tools, hardware and tool manufacturers (especially catalogues of their products and billheads). He built up a collection with an emphasis on Australian and particularly Melbourne business firms.

Ken contributed to the Hand Tool Preservation Association of Australia by organising and mounting excellent displays showing his flare for display and using his photographic abilities. His library in relation to tools and trades must be the largest in Australia. Having an inquisitive mind and an obvious thirst for accurate knowledge, Ken goes to his bookshelves and researches an un-identifies “Whatsit”. In many cases complete identification is revealed by Ken’s efforts.

Ken Turner, as we all know, has contributed a variety of articles for the Tool Chest as well as TATHS Newsletter and the MWTCA Gristmill. In recent years he has been Ephemera Curator for the HTPAAA and has established a significant collection of billheads, advertising material and other relevant articles.

Although Ken has now retired from dealing in tools, he is still selling the remainder of his stock of books and tools. However he has stopped buying!-but we are pleased that he is still available as a source of knowledge about the tools we all study and collect.

Who is eligible for TTTG Life Membership?

TTTG Life Members are elected by the TTTG Committee following nomination by a TTTG member. Written nominations should be send to the TTTG Secretary.

Correspondence.

Some observations on Stanley Planes.

I have noticed a few things that aren't mentioned in any Stanley type studies:

1. Stanley changed from Cut to Rolled threads on the Knob 'n Tote screws, about 1910.
2. Changed from parallel sided brass Knob 'n Tote nuts to a "waisted" nut, about 1920.
3. Length of the Tote screw increased when they changed to the "4-finger" grip Tote, about 1905.
4. Early Discs on Lateral Levers were free-wheeling but later were fixed, not sure of date.
5. Difference in casting shape around lateral on Bedrock Frogs between Type 6 & 7 - around 1920.

These are results of my personal observations.

Any information to dispel or reinforce them would be appreciated.

Does anyone have any extra information?

Jim Davey

Stanley Screw Threads.

I understand in recent issues of News you have discussed Stanley Screw Threads.

What a topic that can be! Stanley traditionally used unique threads to allow for fine adjustment and to attempt to avoid copying by competition. My knowledge of sizes is long lost but it may interest John Bates to know that a METRIC Bench Plane series exists.

During the 1980's the German plant of Stanley metricated the full line and sold planes with Bailey on the base and "Made in West Germany", they also made a series of Yankee Screwdrivers in metric sizes also.

I have a screwdriver but do not have a plane. I have all dimensions and thread sizes for the plane and screwdriver; they used M6 & M8 mainly.

Just find it interesting that Bailey threads moved from the old world into the new in our lifetime!

No USA made planes were metric threads and No Australian Made Turner or Stanley planes were metric threads, to the best of my knowledge the UK series still uses original USA specification.

The German Plane was unique and short lived as a metric thread version. It only made Plane production for less than 5 years.

Graeme Plaw

Correspondence.

Citric Acid.

You can buy Citric Acid in convenient quantities at the TTTG Meeting. One of the Committee members has purchased a wholesale quantity of Citric Acid. As a service to TTTG members he has repackaged citric acid into small sachets. **You can now buy Citric Acid at prices lower than the price at the Supermarket.** At the last Meeting all “stock on hand” of Citric Acid sold out quickly. Several positive comments have been received both verbally and by email. One minor problem with Citric Acid can be the immediate coating of a layer of oxide on the treated object. Drying and oiling the de-rusted surface can prevent this.

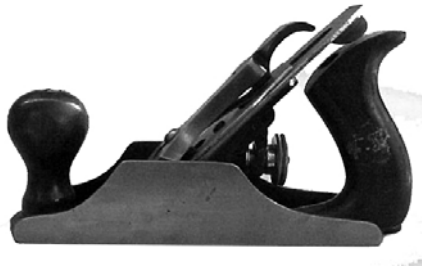
Jim Davey offers these comments,

Maybe better to try water that has been boiled hard, not just in an auto kettle but boiled for some, say 5, minutes. This will de-oxygenate it and should reduce your second rusting. They de-oxygenate water in big chemical plants and refineries to reduce rust inside cooling pipes. Some people say that pouring boiling water on saws will hold back rust. Anyone heard any more of this old wives tale stuff?

Take care and keep your tools sharp.

The subject of “De-rusting with Citric Acid” is now open for discussion.

Get in early at the meeting to be sure of your bag of white powder!



“USER” BEDROCKS

Fully Fettled - ready to go.

STANLEYS and other planes FETTLED

PLANE REPAIRS and SERVICE.

Also available: **Academy HSS Plane Blades & G15 Rust Preservative.**

Trade Prices on: **DMT Diamond Plates & King Waterstones.**

Jim Davey 4447 8822(w) 4447 8790(ah) JDAVEY@bigpond.com

Please Note.

In 2006 Jim will be at the TTTG Open Day.

Presenting the TTTG Sharpening and Plane Fettling Workshops.

On the TTTG Stand at the Sydney and Canberra WWW Shows.

T B Linley Saw.



Stephen Richardson is seeking information about a saw he acquired.

The saw is marked

T.B. LINLEY Warranted SYDNEY Superior
(Other faint stamped text under Linley) "First Class"

The editor sent Stephen the following background information.

Stephen asks

“Were there actually saw makers in Sydney or were they assembled from imported parts?”

He speculates

“If Linley was a tool merchant I'd be tempted to think that the saw was imported”.

Stephen has done some background research commenting

“I got an opinion from a guy (Bob Brodie) in the US who's interest is in English saws, based on the name being stamped rather than etched and that the saw had split nuts he thought it was probably mid to late 19th century, but then he could easily be wrong. His thoughts were also that a Sheffield maker might have stamped it for Linley? Going by your dates for Linley as a merchant it's probably a late 19th (to early 20th) century saw. Do you have a good source of info for registered businesses? I had done a search trying to find records of businesses and death records (NSW births death & marriages) and I found a death record for a TB Linley (father also named Thomas) for 1907. Based on the NSW records there are no other deaths of a TB Linley from 1788 up to 1974. I guess the business could have continued after his death?”

The editor offered these suggestions,

“Thanks for the picture. This is a typical Sheffield handsaw. Could be any date between 1870 and 1910. The maker often stamped such saws with the retailers' name. Sometimes the actual makers' stamp is also present. As yet no makers of saws in Sydney before World War 2 have been identified. Saws were made in Newcastle in the 1940s and 50s. Disston manufactured saws locally in the same period. This is a subject full of possibility for anyone with the time and interest to do the research. You have started the research! Next step would be the business directories such as Sands. Then City of Sydney Archives, Sydney City Rate-books etc. Hopefully more information on Linley will surface. That aside it is a rather nice saw!

Does anyone have a Saw stamped T.B. LINLEY or additional information?

Machining Metal Planes in 1938.

One of the perennial questions asked at any TTTG Plane Fettleing workshop has to be “How were metal planes machined during manufacture?”

This generates much informed speculation.

One answer can be found in an article in the April 1938 Woodworker magazine.

“How The Metal Plane is Made” gives an account of the machining of Record planes.

The photographs in the article are reproduced below accompanied by some analysis.

The author of “How The Metal Plane is Made” begins by comparing the manufacture of metal planes with the production of automobiles. Both commodities are produced in great quantities for a mass market and rely on volume sales.

Unfortunately the author did not go on to compare the production of cast iron planes with the manufacture of wood infill planes. However he did have a keen eye for the engineering processes involved in producing Record planes.

On the following page is reproduced the chart included in the article. It details the main processes and should be studied before reading the remainder of this discussion. The chart simplifies the production sequences by identifying the main processes.

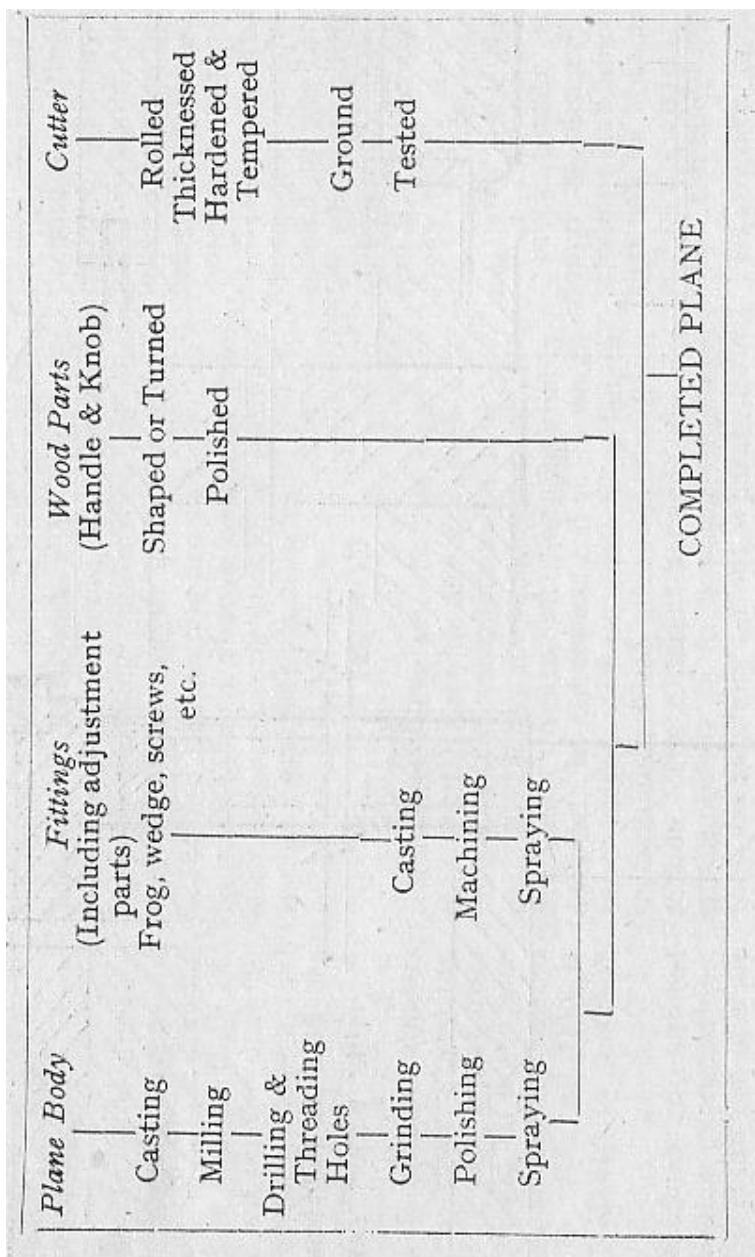
The author devotes several paragraphs to a discussion of pattern making, observing that Record planes are moulded from metal patterns. These metal patterns were made from a wooden master pattern.

About half the article is given over to discussing the advantages of metal planes. The discussion of pattern making and sand casting also consumes part of the article. So the discussion of the machining processes is quite brief.

The author also alludes to processes such as “fine polishing with emery” which are not illustrated in the article. A brief narrative of the processes carried out after machining the plane body is also given.

Following the machining of the plane sole and sides the mouth was pierced and the frog mountings trued. The fixing holes were then drilled and tapped. It is clear that each operation was performed on a dedicated machine. Assembly of the components followed. The rosewood handles were sprayed with cellulose lacquer.

Note from the photographs the absence of adequate machine belt guarding. Observe in particular the absence of any adequate dust extraction from the machines or personal dust protection equipment for the operatives. At the time dust related diseases and deafness were seen as part of working in heavy engineering.



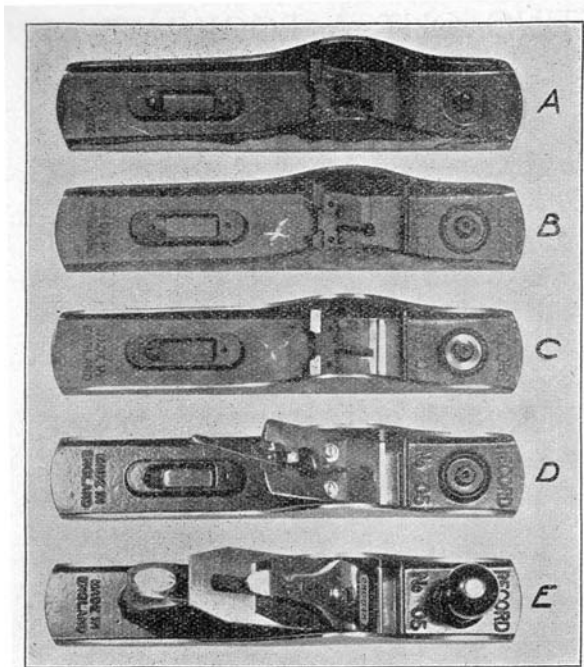


FIG. 1. STAGES IN THE PRODUCTION OF A PLANE.
 A is the rough casting. At B the sole and sides have been machined. The mouth has been pierced and the frog seating trued at C. At D the whole has been lacquered, and at E is seen the finished plane.

The author does not mention the seasoning of the castings.

The casting was trued on a milling machine. The sole was milled first, Figure 2.

After milling the sole was then ground on a surface grinder, Figure 3.

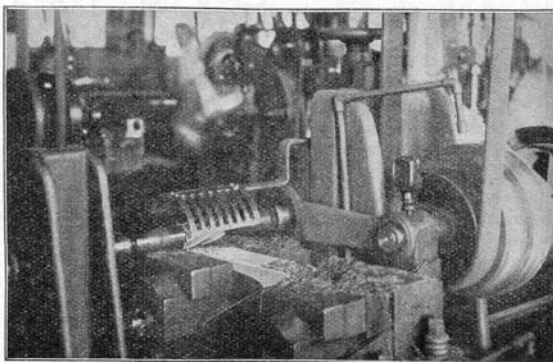


FIG. 2. SOLE BEING TRUED ON MILLING MACHINE
 The carrier holding the plane is carried forward beneath the milling wheel. The frame above the latter is a safety guard.

The sides of the casting were then machined on a milling machine, Figure 4.

The author mentions fine polishing the sole with emery. His sequence of operations may be confused. It is possible that the sides were milled before grinding the sole.

The first machining operation was the truing of the sole on a milling machine.

Note the guarding of the milling cutters and the coolant pipe.

The belt is unguarded and the casting is held in a screw operated vice.

Accurate output must have been dependent on the skill of the machinist.

This milling machine contrasts with the more up to date Surface Grinder in Figure 3.

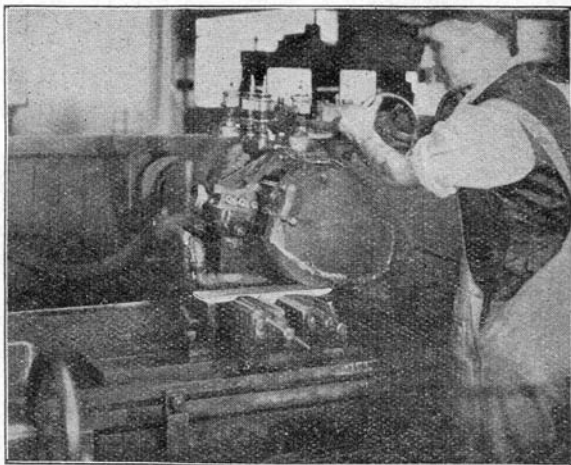


FIG. 3. MACHINE WHICH GRINDS THE SOLE.
This takes out the milling marks and any small inaccuracies made by the machine in Fig. 2.

This milling operation would have given the first reference surface.

Accuracy rather than finish was necessary. It is likely that the next machining operation would have been the milling of the sides. After milling the sides the sole may have been surface ground, the mouth pierced and the sole polished.

In the article Figure 3 shows the sole being surface ground. Close inspection of the photograph suggests that the sides have been machined before the sole was ground.

The probability is that the sides were milled after the milling of the sole.

Both sides were milled simultaneously thus creating parallel sides.

How is the casting being held in Figure 4?

It appears the machined sole is being held on a magnetic chuck.

How was the planes' sole accurately ground? Figure 3 provides the clues.

Pre World War Two planes by the best makers, such as Stanley, Record, Sargent, always have well finished soles. Usually they are also flat!

Is the photo above, Figure 3, a clue to how these planes' soles were finished?

It appears that the sole and sides have been milled.

The parallel plane is gripped in screw vice. The machinist has referenced surfaces.

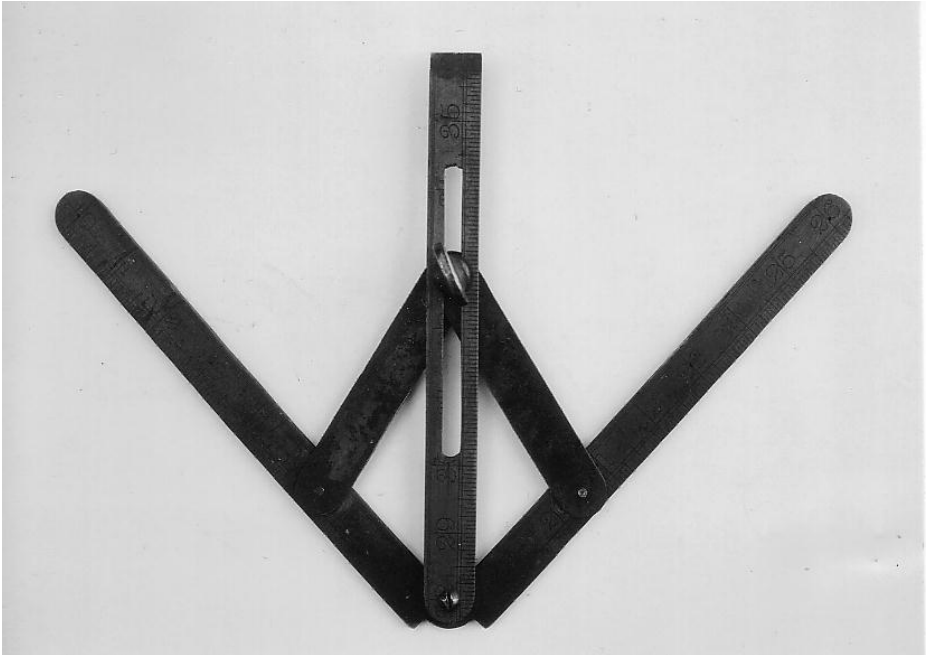
Note the coolant and is that a dust extraction hose? The mouth appears to be unpierced. Did the "fine polishing the sole with emery" follow opening the mouth?



FIG. 4. SIDES BEING MILLED.
Both sides are machined in one operation. The cutters rotate as the plane moves along.

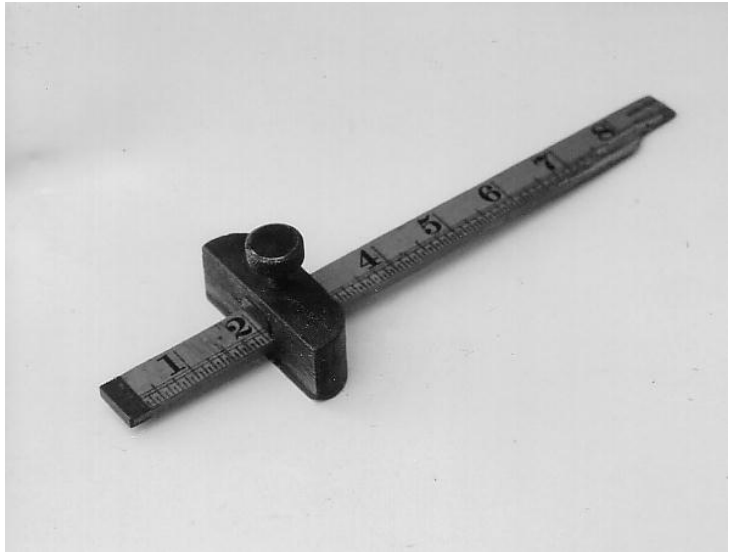
Reminiscing

Recently in Canberra, I found a most accurate and interesting use of a broken folding rule. It had belonged to a shipwright and had been well used. I have sighted many applications of recycled rules, varying from callipers, depth gauges, thumb gauges and even on one worksite I witnessed the splinter off the side of one used as a toothpick, however, this is the first Angle Divider I've seen, and for me, it takes the prize for being the most innovative.

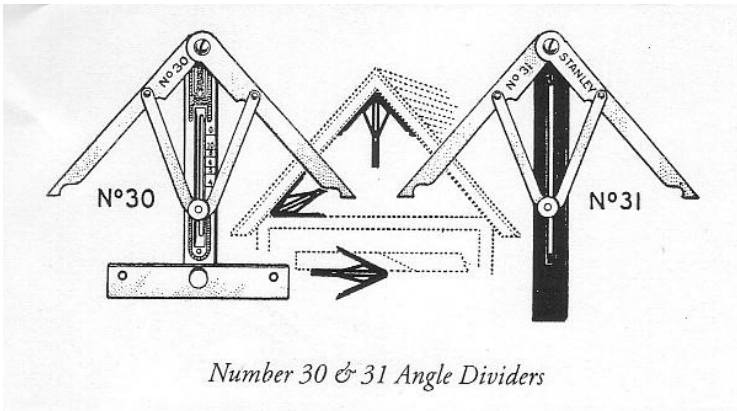


The ship-wright's Angle Divider, similar to Stanley's No.31 manufactured 1911-1917.

This angle divider took me back to my first year in High School in the 1950's at Muswellbrook. I had the good fortune to have a Mr. don Betts as a woodwork teacher. He not only inspired me to follow my particular career path, but also intrigued me with his resourcefulness in the workshop. "Mr. Betts" allowed me to make a little pencil gauge during his lunch hour. It was similar to one that he was using. He must have sensed that I was impressed with the application of a broken rule and gave me the opportunity to copy it. No doubt that was the start of my inability to resist all the "Tradesman made" discards that end up in the bottom of most old tool boxes.



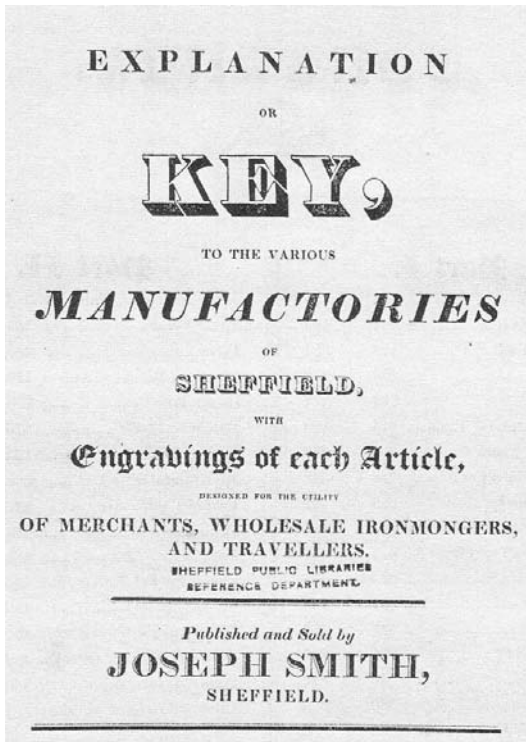
The first year at High School “lunch time” project.



No.30 & No.31 Angle Dividers made by Stanley. Justus Traut's patent. 10/27/1903
Photocopy from Stanley Tools by John Walter, page 598.

Possibly, if it wasn't for my pencil gauge, I may have overlooked this ingenious Angle Divider.

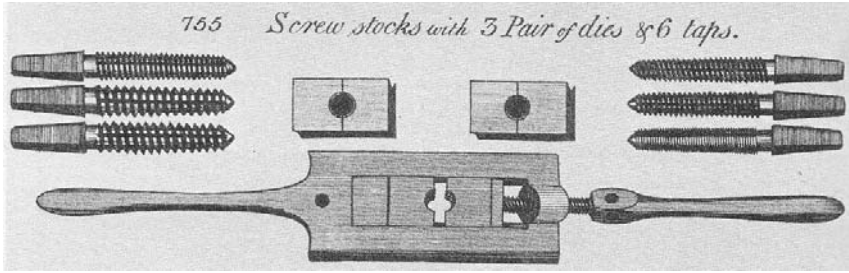
"Smith's Key" or to give it its full title "Explanation or Key to the Various Manufactories of Sheffield" is a catalogue which was released in 1816 to show the manufactured products of Sheffield, England. However, whilst it is neither an explanation nor a key to the manufactories (manufacturing factories), it does represent a valuable historic document depicting tools and other items (mainly cutlery) made in Sheffield from the early years of the Nineteenth Century.



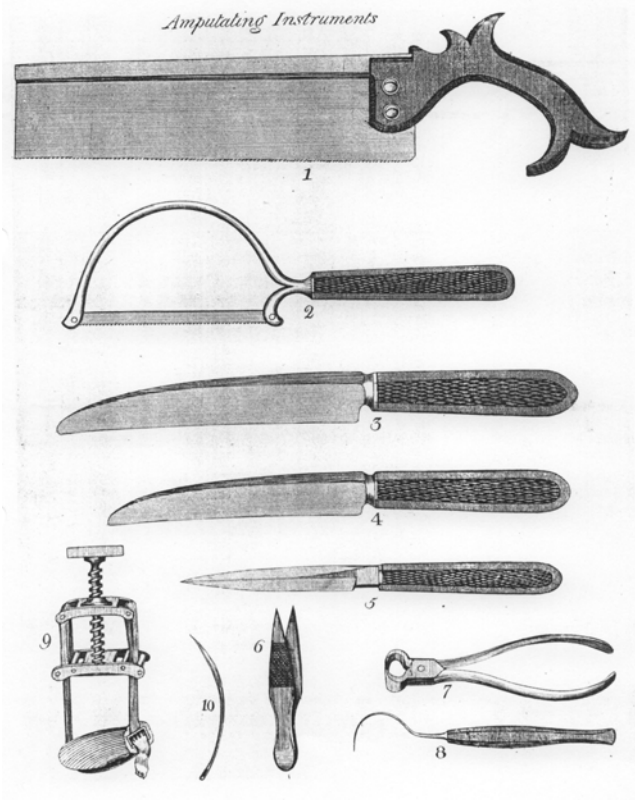
The "Key" was published and sold by Joseph Smith of Sheffield, an engraver of printing plates. It was printed by H.A. Bacon, 9 Snig Hill, Sheffield. The Key was designed to be used by merchants, wholesale ironmongers (hardware wholesalers) and commercial travelers. The Key does not show the prices of the items; prices were later added, usually by hand, by the merchants, travelers, etc., although sometimes printed price lists were prepared to be used in conjunction with the Key. Although prices of tools, etc., were fairly standardized with prices (and wages) remaining steady for many years and with buying decisions being based on quality and manufacturer's reputation. Very valuable clients were often given a discounted price.

There were tool catalogues published before Smith's Key, but with relatively small print runs and very few of them are in existence. Similarly, with the Key, hard usage by commercial travelers and clients meant that they were soon worn out and the Key is not widely available today. There are copies in the Sheffield and Melbourne Public Libraries and in 1975 the Early American Industries Association issued a reprint based on photocopies of the pages of the Sheffield Public Library's copy. The EAIA's edition added valuable material including price lists and other historical information. (Many British tool makers migrated to North America in the 18th and 19th Centuries; the most noted,

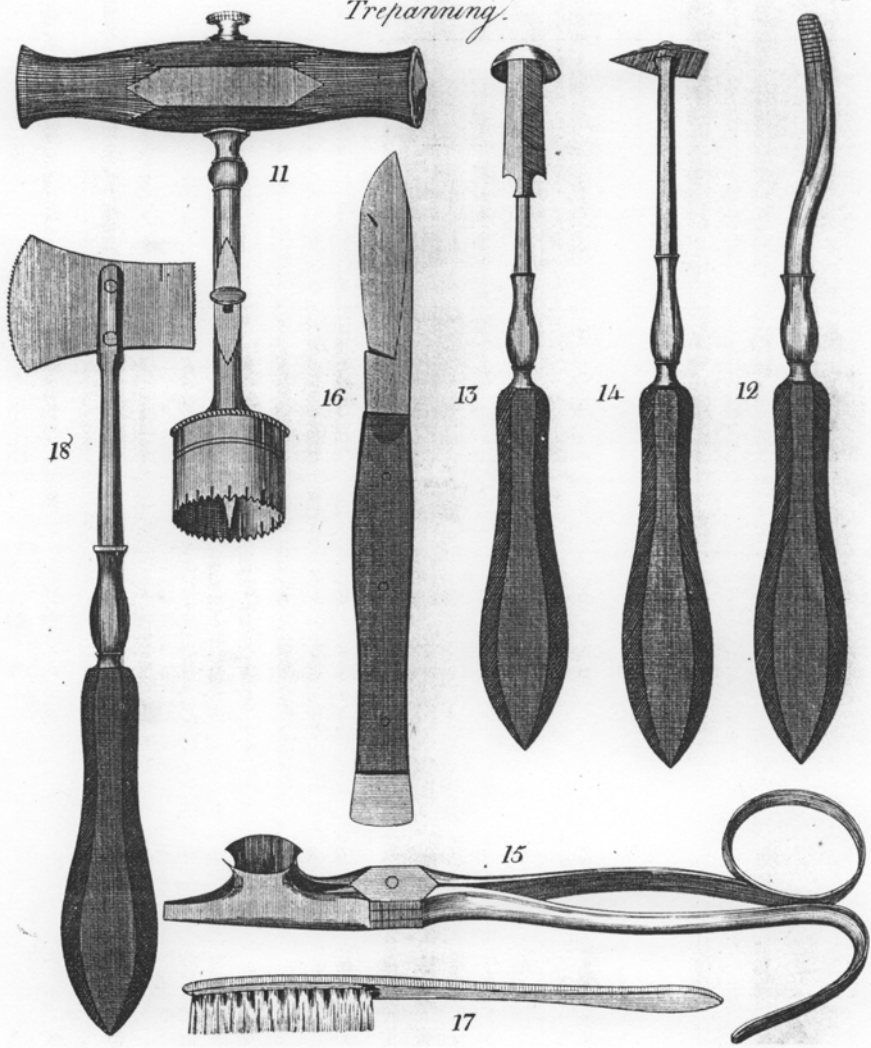
perhaps being Henry Disston.) Unfortunately the EAIA's edition of the Key is now out of print. Second hard copies do turn up!



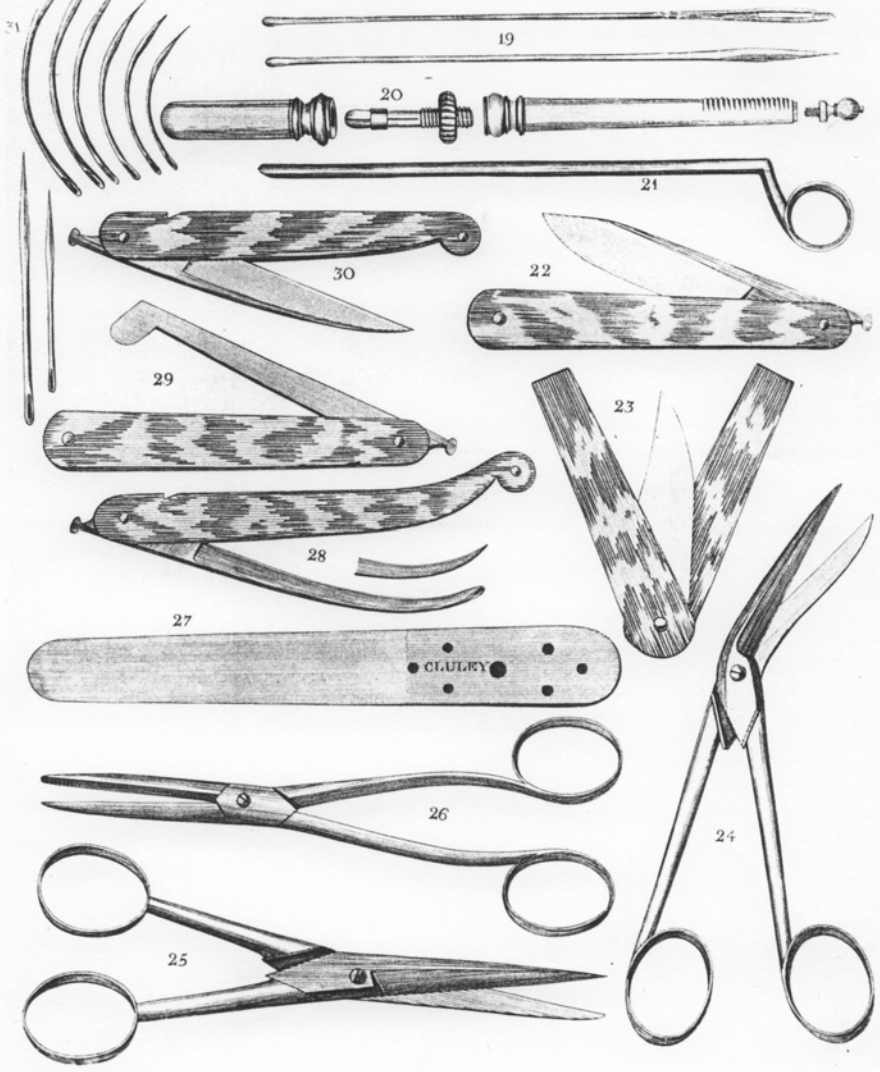
When a medical practitioner recently joined TTTG, it gave me to think that whilst we have several doctors in the club, we haven't, in the past, given a lot of coverage to old medical tools. To address this, below and on the following three pages are plates from Smith's Key showing amputating, trepanning, surgical and dental instruments.



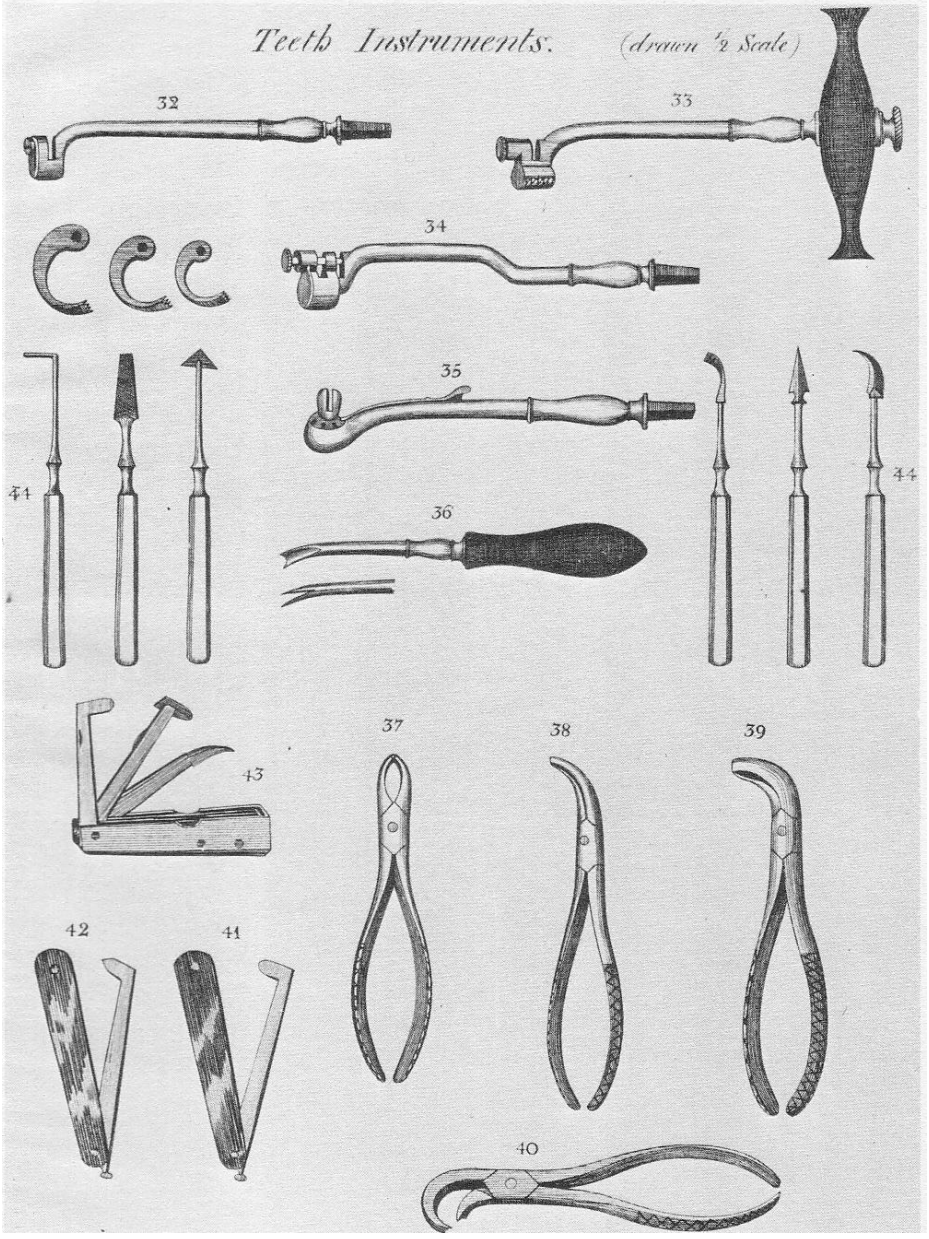
Trepanning.



A Pocket set of Surgeons Instruments.



Teeth Instruments. (drawn $\frac{1}{2}$ Scale)



Workshop Bench.

Gordon Brown

Working on my bench recently, the plane I was using was one I had bought at a Market Day sale. Having restored the plane I found the previous owner's name was clearly stamped on it. This made me think of many old tools I have bought and restored, what type of woodwork he did and what type of person he was

When one thinks of all the pleasures we get from restoring tools and making timber units etcetera we, as members, are very fortunate to be able to enjoy this great interest. We should be very grateful to those members on the committees who make the Tool Group possible.

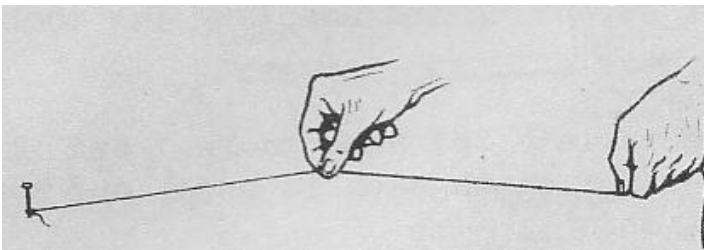
It is very good therapy to make and do things for others less fortunate than ourselves. That saying "anyone who can work with their hands is never lonely" is so true!

Instead of sitting in a chair all day thinking of the "traveling aches", your mind could be thinking of the job you are on-not sickness and perhaps one could live longer. To wear out and not rust out is very important. Also nourishment is better than punishment, and to be the richest man in the cemetery is not good at all.

Our family had seventy-five years in the building industry, being the first in Australia to make and erect fibrous lathe and plaster ceilings and walls. I was an apprentice carpenter and joiner, my wage fourteen shillings per week!

I was later employed as a Carpenter and Joiner with the NSW Department of Public Works in 1946 and retired at the age of sixty after thirty-eight years of service with the Department. Thirty-six of those years I held a supervisory position, not using tools. My last twenty years I was attached to the Government Architect Branch as Clerk of Works Supervisor of multi-storey buildings with architects, engineers etcetera.

Since retiring I have been a member of both the New South Wales and Victoria Tool Groups. My tool collection, restoring and using of tools certainly makes each day much more fulfilling.



THE LEDGER.

New Members

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

Graham Kemmis (M406)
Anthony Steer (M407)

Edge Tools Sharpening Workshop

TTTG's next workshop is the ever-popular all-day Edge Tools Sharpening Workshop to be held on Sunday, 19th February 2006 at Asquith Boys' High School starting at 9:30 am. For info, 'phone TTTG Events coordinator, Peter Evans, on 0419 245 699 or President, Bob Crosbie, 9869 7487; Members \$20, non-members \$40. (Note: non-members may join on the day. By paying \$50 they get both the workshop and membership until 30/6/'06. Non-members will find that \$50 is significantly less than what they'd pay for an all-day sharpening workshop anywhere else; it's incredibly good value and you get the enormous benefits of TTTG membership as well.)

Friends Interested in Tools ?

Do you have friends interested in tools, their use or their history? If so, why not urge them to join The Traditional Tools Group? If they join in March, April or May this year, they will receive for their very nominal \$30 annual subscription, membership up until 30th June 2007.

No Subscription Renewal Notice in this Issue

You will note that there is no adjacent Subscription Renewal Notice in this issue of the Newsletter. That's because if you've received this Newsletter, you've paid your membership subscription for 2005-06. Those who haven't paid have had their Newsletter suspended.

Note that 2006-07 membership subscriptions fall due on 1st July 2006.

Instead of a Subscription Renewal Notice, I have used my allotted space to report on a piece of research on the locations where Carter tools Pty. Ltd. had their factories.

This is the first of a regular series.

See **Clynt's Page** on the following page.

Clynt Sheehy
Hon. Treasurer

The Carter brothers (Jack and Frank) filled an important need during the tool shortages after the 2nd. World War with their manufacture of woodworking and other tools, in particular their line of planes (well known to schoolboys in woodworking classes of the 1950s and 1960s). Although their planes were a little rough, their precision measuring instruments (e.g., vernier calipers and vernier depth gauges) were well made and of an appropriate standard for precise measurement.

Locations of Carter Tools Factories

For those wishing to make a pilgrimage to these hallowed sites.

(From research in old 'phone books, Semmens' "Australian Planemakers" and at Parramatta Council.)

1945 – 1948 (as Carter Brothers): 60 Church Street, Parramatta (Eastern side between Marion and Parkes Streets next to where Lee Brothers used to be before they moved to Dunlop Street). This site is now occupied by Trivett's used car yard.

1948 – 1960 : 79 Grose Street, Parramatta (South-east corner of intersection with Buller Street). This site is now occupied by Brake-Pro Brake and Clutch.

1960 – 1964 : 2 Daking Street, North Parramatta (North side near corner of Church Street opposite Hare and Forbes near Bunnings). This site is now occupied by Darcoe Pty. Ltd., Antiques and Indonesian Furniture (next to the lighting centre (Beacon Lighting)).

The building which bears the advertisement "Furniture Outlet. The Big Sell !" appears from its structure to have been the actual Carter factory. It is the only one of the Carter Tools Pty. Ltd. factories still existing, the others having since been demolished. This building is worth having a look at if you live nearby.


1966 – 1977 : 6 Abbott Road, Seven Hills (South side between Stanton and Station Streets). This site is now occupied by the M2 Business Park, one of whose tenants is W&G Nails & Nailing Equipment.

Trevor Semmens states that plane manufacture ceased in 1955 and that Carter subsequently made trailer couplings. Some of the above dates are dependent on the accuracy of the telephone directories.


Ted Carter of Carter Tools addressed the TTTG meeting of 10th November 1992.

eBay Watch # by eBay Tragic

This is a special issue of the Watch dedicated to the Stanley Combination Planes.

A nice clean, described in the item description as “fully restored”, complete, including instructions and screwdriver,  #45 in a nice custom boxes sold for \$212. This is a reasonable price. Now the #45 is not that uncommon, there were over 200 items in the US (complete or parts) in a two week period, and over 100 available to Australia.

Looking at buying from the US. An early #45 from around 1900 sold for \$222. This was in good condition, with the screwdriver and 17/22 cutters in a nice box. One of the same vintage in ordinary, much used, and rusty condition, with 20 cutters, and perhaps not complete in a crummy box brought \$155. An incomplete but nice condition #45 brought \$165. Then a #45 in clean condition, not claimed to be complete and certainly missing some cutters, sold for \$260. A claimed complete #45 (no screwdriver or instructions, and only 16 cutters) in metal box reached \$260.

Now for the top end. No compromises – an unused complete late model #45 in the original cardboard box sold for \$380. An unused  would bring more, but indicates the upper price end for later versions. An early Type 8 from 1907-1908 complete and in good condition in the original box (fair) brought \$385; this included the book mentioned below and was actually sold by the book’s author, Dave Heckell. This represents close to the top of the market for this vintage. Obviously looking for a laugh, a seller in Oz put a nice, complete, in the box #45 starting at \$799, no bids, tried again at \$549, still no bids, gave up.

With patience you should be able to pick up a good condition #45 in the original box for \$200, probably without the screwdriver and instructions. One new seller put up a (claimed) complete #45 (custom box) in good condition, there was no photo or details, and made \$143.50. This might be a good buy, who knows? Optimistic buyer.

Very early planes bring a premium. A #45 Type 3, 1888-1889, clean, but incomplete with 17 cutters (at this time only 18 were provided) in a reasonable box sold for \$202. This one has the knob on the plane body, rather than the fence. Another one, same vintage with 17 cutters still in their box, but badly photographed, and perhaps in worn condition only brought \$116. You need to check the photos carefully, a description said the plane was dated 1884-189, in fact was 1896-1906; with indifferent, rusty condition, one set of rods and no cutters or stops etc, still brought \$65.

At the lower end of the market, a #45 with only long rods and 13 cutters in clean condition brought \$75, on the other hand a very dirty one with no cutters brought \$55 - that is not a good buy.

There is a view that breaking these up for parts brings a better return than selling the thing complete. Some examples – firstly a Cam Stop + Beading Stop + slitting cutter stop + one other bit (no screws) cost \$85. A screwdriver is around \$20-25. A slitter will set you back \$20 or so, and long rods \$25-30. A #55 sliding section is around \$40. You should be able to pick up common blades for around \$5-10 or so each, depending on shape and condition; complex ones are around \$10-15. The picture shows a custom made cutter, $\frac{7}{8}$ " wide “Cope and Bead” that went for \$55. Someone paid \$55 for four empty #55 cutter boxes. Expect to pay over \$60 for a #55 Centre Bottom Tower Assembly complete with screws. Always look for this when buying a #55, often missing in action. The tilting section of a #55 guide may set you back over \$75, or an incomplete fence around \$150. The message is – do **not** buy an incomplete combination plane.



When we come to the accessories, hang onto your wallet. A Hollows and Rounds #8 set (one H and one R) with no cutters sold for \$195. Then a set of #6, #8, #10, and #12 appeared, mint and in the box + a #5 nosing tool (no box). These were passed in at \$725 (US bidder). The vendor's expectations were clear; he/she had a Buy-it-now figure of \$2,820. Special cutters (and there were heaps) cost \$15+ each in one sale.

If you are interested in the book on these planes, read *The STANLEY #45 Combination Plane*, by David E. Heckel. He sells these on eBay under sellers ID of [stnly45](#) (what else?), and they go for between US\$20 and US\$36, just wait for a lull in the purchasers and hopefully get one for the lower price. You can pick up the #45, #55, #50 instructions reprinted in one book for around \$20 or the Astragal Press reprint of the #45 and #55 for around \$15.

Now the #55. The top price I have seen is \$860 for a complete in the wooden box 1920's era good condition plane. A later plane, around 1940, in better condition but cardboard box reached \$825. Generally we expect a #55 to be twice the price of a #45 (as it was when new), and the numbers suggest that is roughly the case, although there does seem to be a bit of a premium for the #55 over the #45. A reasonable #55 in a custom box sold for \$540; description said “looks complete”, but photos suggested otherwise. This is not a good deal. Of course you can do better, I purchased a complete #55 in a custom box for \$150 from a backyard dealer looking to clear a shed, so good deals are around. Will I ever use it? Generally expect \$500 to be a reasonable deal for a complete #55 minus box, screwdriver and instructions.

What about the others? The #46 according to *Walter's Guide* brings about the same price as the #45, and this seems to be roughly so; with a very good #46 complete but without box or instructions bringing \$385. There were quite a few listings with no blades, much cheaper of course. There is someone making the blades, but you would

still want to get one complete. Having said that, as this is a skewed blade plane, I would want to actually inspect one before parting with my money. Condition seems important for this plane, a big discount for those a bit rough.

According to *Walter*, the #50 costs around ½ the #45. An unused complete #50 in a tin box sold for \$305, this would have to be the top price, and probably relates to the tin box more than anything. Closer to the game are complete little used or unused #50s in the box for \$140-150. VG condition in the box complete with instructions can be got for \$100; or forget the box and instructions and \$60-70 will snare your minimal plough plane with cutters. For \$40 you can buy a set of cutters, and you can get a fair plane with no cutters for \$35; add these two prices together and you wonder why you would bother going to the hassle when you can get a complete one – that is if you want one.

The Miller's Adjustable Plow Planes #41, #42, #43, #44 do not come up that often, and bring high process; *Walter* indicates \$750 – 6,500 (they were sold until 1897). Not much difference between the four models. #41 and #43 were cast iron, the #43 being a reduced specification #41. The #42 and #44 follow the other two, but made from gunmetal. A #43 (reduced specification) with no cutters and a broken fence sold for \$720. #43 sold for \$635, no cutters and a number of negatives, but probably better than the first one. Keen collectors I guess, and hard to find, notably lacking from the Martin Donnelly website, although Bob Kaune does have a complete #43 with cutters for \$3,800 on his site. Bob does want \$1,300 for a (really) complete #45 in the walnut box, so his figure for the #43 might be just a little high?

Annual Woodcraft Expo.

The Kiama Woodcraft Group have once again invited the T.T.T.G to participate in their Annual Woodcraft Expo. This will be our third year of appearance and promises to be another well-patronised event, giving us a great opportunity to foster an appreciation of traditional tools and skills in the visitors to the Expo. A report on last years Expo is in Newsletter No.83.

If you can spare the time and can afford the petrol why not take a drive and breathe in some seaside air, drop in and say "G'day" and soak up some of Kiama's hospitality.

Venue: Kiama Masonic Hall, Collins St. Kiama
Dates: Saturday 18th and Sunday 19th March
Time: 9am to 5pm

The Stanley #2 Plane donated to TTTG by Reg Eaton.
See story page 10 of this issue.

