

at *b* and of the elbow at *c*, and also to get the positions of the joints at *d*, *e*, *f*, and *g*. This template is laid on the panel, which is cut to the shape and put in position temporarily with a few pins. The back panels *h* and *i*, and the quarter-light panels *j*, *k*, and *l* are only slightly curved and do not give much trouble in fitting. Care should be taken, however, to gauge a line from the top of the panels *k*, *a*, and *h*, at a distance equal to the thickness of the roof panel; the gauged portions of the panels are then cut away before the veneer is applied.

Fitting the Panels.—By the time the panels for the sides and back have been made, the roof panel will be dry and may be fitted into its place. This panel is first cleaned up, and the screw holes that were marked with a bradawl are bored out for small screws; the panel is then put up in its place and well screwed on the roof bars. The remaining panels are now fitted in position and secured temporarily along the top and bottom

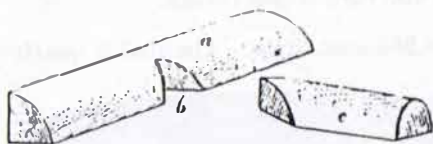


FIG. 10

edges with panel pins or small screws; if panel pins are used they are only driven partly in, and the heads are bent over so that they can be withdrawn

easily. A corner moulding *m*, Fig. 9, is fitted all round the roof, and fixed with small round-headed screws spaced at equal distances apart; the bead *n* is fixed along the bottom in the same manner. The small half-round beads on the joints *e*, *e'*, *f* and *f'* are fitted into the moulding *m* and the bead *n* with a **V**-mitre, as shown in Fig. 10; here, *a* is the corner moulding, which is cut at *b* to receive the end of the small bead *c*.

Fitting the Roof Mouldings.—Referring to Fig. 8, the diagonal mouldings *b* and the circular block *c*, which is termed a *rose*, are next fitted. The mouldings *b* are fitted into the corner mouldings with **V**-mitred joints, and similar joints are also used where the mouldings meet the rose, the edge of which is moulded to match, while the centre is hollowed out to receive a roof lamp. These parts are screwed on the roof bars, and when the joints have been cleaned up all panels and mouldings

edge of the template. The smaller template is then set concentric with the cut, and the veneer is cut through in the same way; the veneer is then lifted out between the cuts and the opening is cleaned out with a router.

When the pieces forming the satinwood centre of the banding have been cut to the correct shape, the lines are laid in the opening and secured with glue and panel pins, the ebony lines being next to the satinwood and the box lines on the outside. The centre of the banding can then be laid in and fixed the same way as veneer, care being taken to see that the pieces are perfectly jointed together. A very clear glue must be used, or the light wood will be stained.

The waist panel *b*, Fig. 13, is inlaid with a straight banding *f*, the recesses for this being formed by cutting round the edges of the panel with a cutting gauge. The side panels are made up in the same way, to match the door, and oval bandings may be laid in the large panels at the back round corner.

Roof Decoration in Sheraton Style.—The roof is quartered

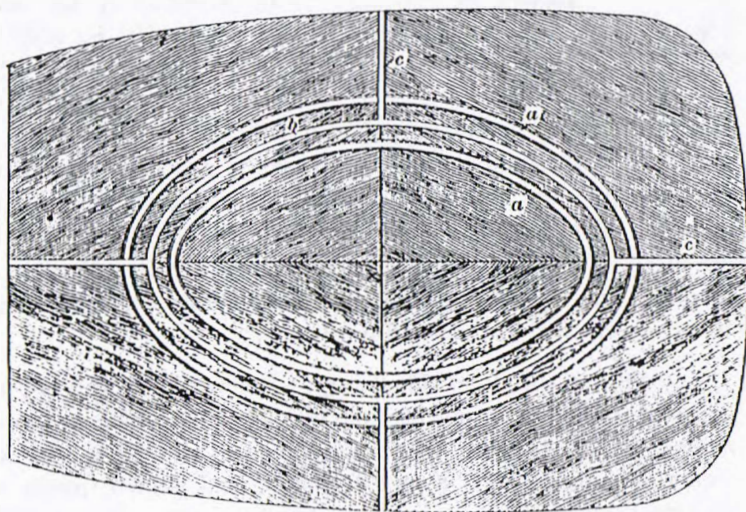


FIG. 14

as shown in Fig. 11, and inlaid with two oval bandings *a*. The

INTERIOR FITTINGS

Companions.—Certain fittings known as companions are provided in the car for the convenience of the occupants; two examples of these fittings are shown in Fig. 20 (a) and (b). A lady's companion is a receptacle for small toilet requisites and notebooks, while that for a gentleman is made to hold a cigarette case, matchbox, ash tray, and card case. The size of the fittings depends on the amount of room available; they are made in various shapes and are finished in different styles to match the decoration of the interior of the car. Companions are usually made from a solid block of mahogany, which is first cut roughly to shape. The finished outline is then marked on the block, and also the various compartments; the

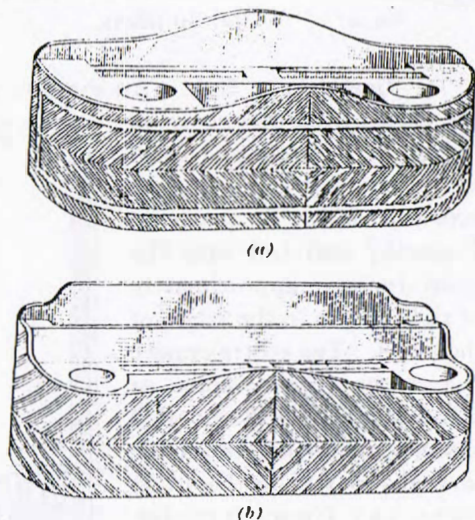


FIG. 20

latter are cut and bored out first and the companion is afterwards dressed to the outline. Blocks of good dark mahogany will suit the Chippendale style of decoration, but for most other styles veneers will have to be used. In the latter case it is sometimes more convenient to construct the companion of three separate pieces, comprising the front, back, and bottom; when these pieces are put together the veneer will cover the joints on the outside.

Cabinets.—When cabinets are fitted in a motor car they are generally made of the same width as the companions, and are placed immediately under them. The cabinets are made in pairs, one being used for stationery and the other to carry a

panel is secured to the roof bars at various points in the space between the two bandings, and the heads of the screws are afterwards covered by a half-round beading *b*; into this latter beading are mitred the straight beads *c*. The corners of the roof are finished with a moulding having a section similar to that shown in Fig. 15, and all panels are finished on the edges with half-round beads and lip fillets.

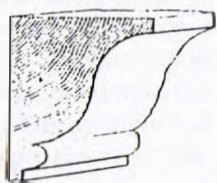


FIG. 15

Queen Anne Style.—An example of a door decorated in the Queen Anne style is given in Fig. 16. The ground panel is covered with a walnut veneer *a*, which is quartered diagonally and laid with the grain running approximately at right angles to the edges of the panel. The centre panel *b* is a veneer of burr walnut, so called on account of its gnarled figure, which is known as the *burr*, and is due to the wood being cut from irregular growths. A small half-round bead or astragal *c* of walnut is planted round the edges of the centre panel to conceal the joints. The side panels *d* and the top panel *e* are not quartered; all beads and lip fillets are made of walnut. The panels for the sides and roof are in the same style, with burr inlays only in the back corners of the side panels and in the centre of the roof; these inlays will be similar in design to that shown at *b*.

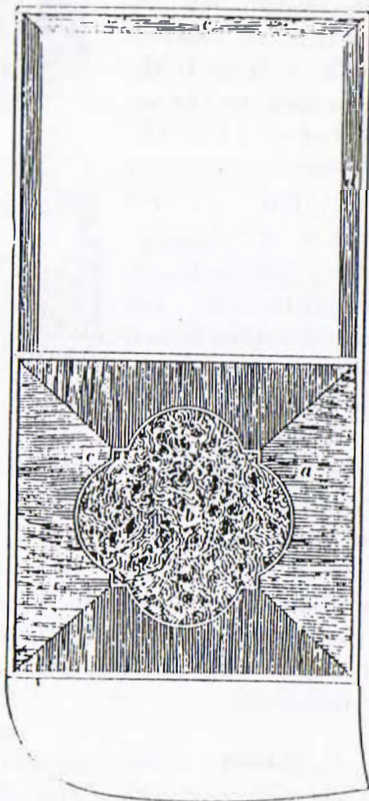


FIG. 16

Cabinet Fittings.—Cabinets for stationery may be fitted up inside as shown in cross-section in Fig. 22 (*a*). Compartments for holding road maps, writing materials, etc., are formed by the light wooden partitions *a*, which are let into grooves in the ends and bottom of the cabinet. The door is not hinged in the usual way. A brass plate *b* is let into the front edge of each end and is carried inwards for $1\frac{1}{2}$ to $2\frac{1}{2}$ inches at the top, as at *c*; a slot *d* runs along the centre of the plate, and the wood beneath the slot is grooved out to a depth of $\frac{1}{4}$ inch. On each side of the door a small metal pin is fixed to the edge, about 1 inch from the bottom; these pins fit into the slots in the plates to form a hinge, and if required the door can be lifted until the pins reach the top of the slots on each side; the door is then held in a horizontal position and pushed inwards to form a small writing table, as shown in dotted lines at *e*.

Cabinets for holding brushes and other toilet fittings may have the door hinged to drop down, as shown in the sectional view, Fig. 22 (*b*). The fittings are contained in leather receptacles which are secured to the inside of the door. A small brass angle-plate *a* is screwed inside the door flush with each edge, and attached to each angle plate is a slotted plate *b*; a round-headed screw *c* passes through the slot into the end *d* and forms a stop when the door is down. This method of fitting the door is very frequently adopted.

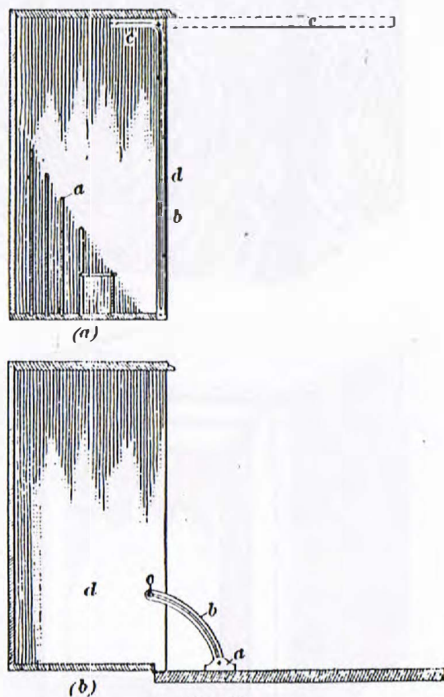
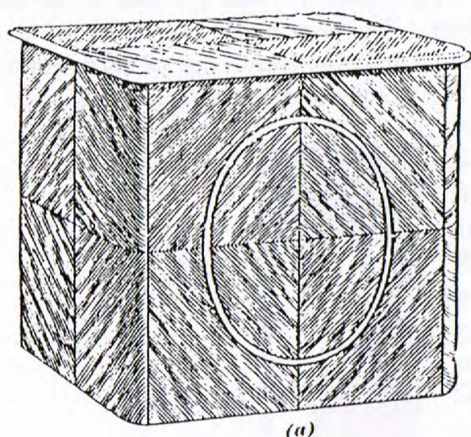
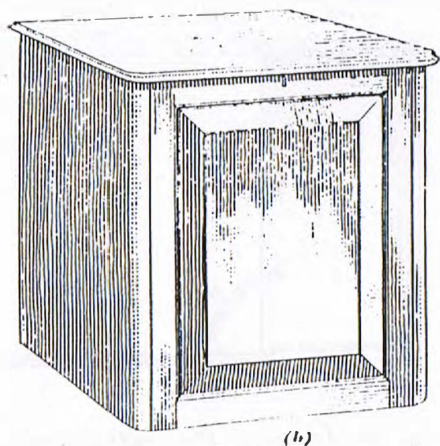


FIG. 22

vacuum flask, hairbrush and comb, and a clothes brush. Two of these cabinets are illustrated in Fig. 21, (a) being veneered and inlaid, while (b) is made plain, with a panelled door. Mahogany is generally used in the construction of cabinets, the top, back,



(a)



(b)

FIG. 21

and bottom being $\frac{3}{4}$ inch thick, the door $\frac{1}{2}$ inch, and the ends $\frac{1}{4}$ inch; the extra thickness in the ends is to allow the front corners to be rounded. The ends are rabbeted on the back and bottom edges to receive the back and bottom boards; the latter board is fitted flush with the back, but is kept away from the front to allow the door to close against it.

The top is fastened down with small screws or dowel-pins; it extends $\frac{1}{2}$ inch beyond the ends and front and has an ovolo worked on the edge. The door is hinged at the bottom and is fitted with a brass lock at the top; if the door is to be veneered it is made in one piece, and the completed

cabinet is veneered to match the interior of the car. When no veneering is required, a narrow framing, about $1\frac{1}{2}$ inches wide, is made; this is rabbeted on the inside or grooved for a panel, on which is fixed a raised centre with bevelled edges, thus giving the appearance shown in (b).

Letters to the Editor

Finishes on Metal Tools — Julian Rose, Kew Victoria

During the meeting on 18th September at Kees Klep's home, Tony Derrett raised the matter of specific finishes on metal tools.

During the search for descriptions I suggested "Hammertone" when Tony had described "Crackle".

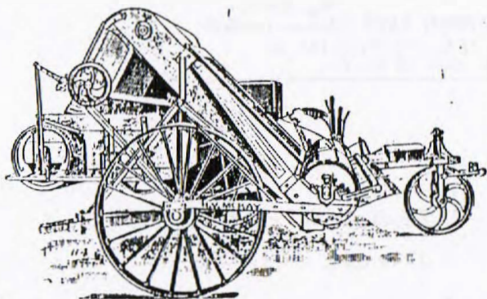
In order to make amends I contacted Wattyl Paints and spoke to Mr Beau Padkvaer, a paint technologist. "Hammertone" finishes of various colours are colour carded and available as Wattyl 517. This is a single pack mixture of "Aluminium Flake" and "Orange Peel" texture Alkyd quick dry enamels. This finish must be sprayed, and skill and experience is required to get consistent patterns.

"Crackle" is no longer favoured. It is a two pack Nitrocellulose system. The first coat provides a smooth underlay, the second coat is deliberately faulted so that it splits on drying to give the "Cracked" effect. Apparently it is not regarded as a top quality finish and is presently unavailable.

List of Duplicate Parts, with Illustrations, FOR THE **SUNSHINE STEEL-FRAME HARVESTERS**

Types, C, E, H.
Widths of Comb, 6, 8, 10 feet.

This List covers Machines
manufactured from 1923.



H. V. McKAY Pty. Ltd. Sunshine Harvester Works, **SUNSHINE.**

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ISSUED - NOVEMBER, 1926

Australian ToolsORIGINAL W.N. PLUMB PTY. LTD.

Kendall Street, Woollahra, Sydney N.S.W. from about 1934, starting up for the second time, following a court case about 1931, preventing Bill Plumb to trade under his own name in Australia which he had been doing since 1911.

This action was brought by FAYETTE. R. PLUMB INC. of Philadelphia, who was exporting Plumb Axes to Australia through Nock & Kirby's hardware stores.

To overcome the restrictions to use their own name Bill Plumb used the new name of ORIGINAL W.H. PLUMB PTY LTD. and moved to new premises at Kendall Street, Woollahra, N.S.W. from their old premises on the corner of O'Reirdan and Collin Street, Sydney which was where he originally established business in 1911.

The production of forging, caulking and other hand tools (shown in catalogue dated 1963) continued at Woollahra until 1975/76 when the daughter decided to close down the business.

Following the court case, Mr Crick who was the G.M. for Bill Plumb's business, started production about 1932 in the old premises, producing Hytest axes, using metal from old car springs.

Edna Burgess, Bill Plumb's daughter, told us that her father originally came from Arrow Town, South Island, New Zealand. Hence the reason for the early trademark showing a New Zealand fern leaf with the name Plumb on the tools. The later mark was the outline of a plum and a distinctive orange colour.

Fig. 320W.—

PLUMBS TASMANIAN PATTERN AXES (Hickory handled)

First Grade—4 lb., 4½ lb., 4¾ lb., 4½ lb., 5 lb. Price 10/- ea.

Second Grade—3½ lb., 6/3; 4 lb., 6/9; 4½ lb., 7/-.



Undated catalogue
Circa 1920.