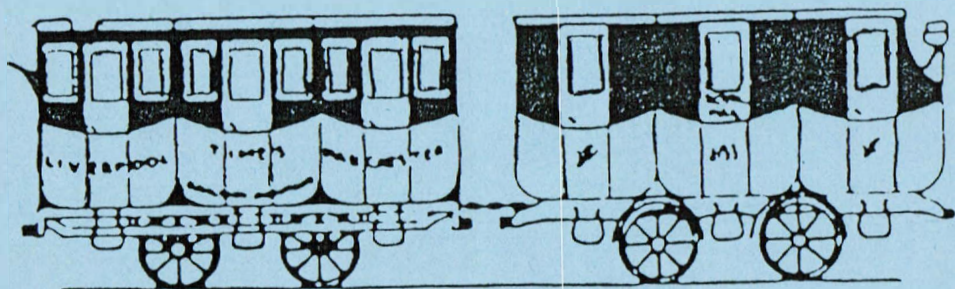


HAND  
TOOL  
PRESERVATION  
ASSOCIATION

NEWSLETTER



Liverpool and Manchester Railway

1831.

*Volume 2, No. 5,  
October, 1990.*

HTPA

## AIMS

Promote the preservation, study and understanding of hand tools.

Encourage interest in, and better understanding of crafts and early industries in which these tools were used.

Discover, identify, classify, document, preserve and exhibit these tools - in particular special efforts are to be made regarding the documentation and preservation of Australian made tools.

Share this knowledge and understanding with others and with museums, pioneer villages, the National Trust and similar institutions.

Accomplish these aims in a spirit of fun and fellowship.

Editor                 Nigel Lampert

Secretary            Frank Ham,

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## Editor's Corner

At our last meeting we discussed the idea of a telephone tree as a way of keeping club members in touch and encouraging items for our newsletter. It is hoped to set up this system early in 1991.

Nigel Lampert

## Editor's Notes

1. Contributions for our last issue for this year are due by 3rd December
2. Contributions for the first issue for 1991 are due by 25th January.

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## Secretary's News

1. Newsletters have been received from Victorian Woodworkers Association, Central Woodworkers Woodworkers Guild, and The Vintage Tool Collectors Club Auckland N.Z.
2. Classic Crafts Day, Gulf Station, Yarra Glen.

The National Trust have asked us to display tools at Gulf Station on October 28th. Many activities will be demonstrated including lace making, embroider, weaving, bread making as well as coopering, post and rail fencing etc.

3. Annual Meeting

Our next meeting will be on Tuesday 20th November. This will be our Annual Meeting with a formal agenda including election of office bearers, chairmen of committees, consideration for the need for a constitution, incorporation and public liability insurance. If you can help with the running of the Association please contact me otherwise it will be necessary to draft members to the various offices.

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## Club Meeting Tuesday November 20th

This meeting will be held at the Kensington Primary School, McCracken Street, Kensington (Melways Map 42 K 2) This school is only 2 minutes walk from Kensington Railway Station.

As this will be our last meeting for the year we would like to suggest the following program.

6.30 p.m. onwards B.B.Q. tea

Bring your won eats, we will supply Coffee/Tea and B.B.Q.

8.00 p.m. Coopers Tools

Video and discussion on coopering. Bring along any items of interest re coopering.

9.00 p.m. A short A.G.M.

Further details will be forthcoming.

Supper afterwards. Hope to see you all there.

Kees Klep  
Program Director

## Meeting Notes Report of September Meeting

### **Australian Planes**

Unfortunately the planned patternmaking demonstration at RMIT on 18th September was unable to proceed at the last minute. Our visits to RMIT have always been most enjoyable and valuable, and it is natural that members were disappointed. However a most pleasant evening was held at the home of Kees Klep at Boronia. The theme of this evening was Australian tools and members were encouraged to bring any examples to share. Some interesting examples were noted:

\* Alanplane - an aluminium plane of post-war period. Believed made by Alanware cookware firm of Melbourne.

\* E. Kennedy Melbourne - Wooden coffin - type smoother with double iron.

\* Unnamed wooden plane similar to above and probably made of redgum stamped "Pat 15443 4-6-20". Top iron held in by a large bolt with nut slid under a plate attached to plane by screws to frog. Interesting feature was a "Norris-type" adjustment which had no lateral capacity.

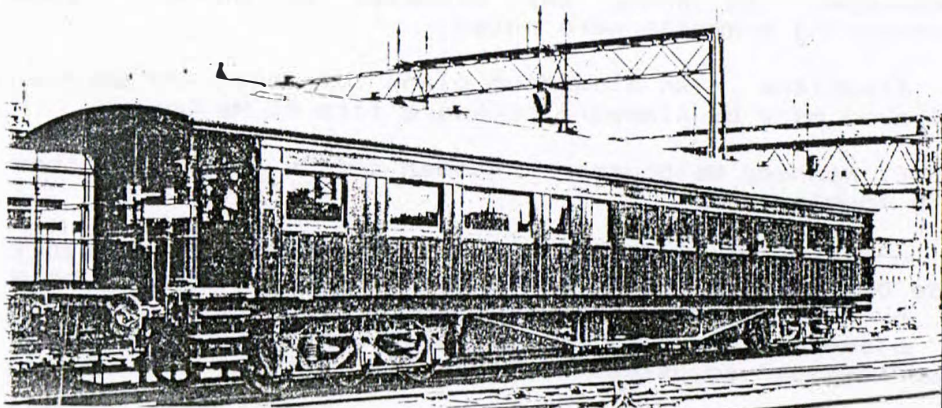


## Coachbuilding (Part 2)

There was a golden age of carriage building with the building of railway carriages being a special area of skill and expertise. Carriage building, as noted in the previous edition, used the same names for various members as in other branches of coach building. Skilled craftsmen used fine timbers and related materials to help produce the wonderful age of steam and the graciousness of Victorian era comforts and elegance. It is only in recent years that timber carriages have passed out of daily usage for commuters and the skills of railway carriage builders have succumbed to progress in the form of metal and plastics. The following article provides some insight into the skills of a past era.

In Victoria, the railway industry was centred to the west of the city at Newport where the railway workshops and "carriage shops" were built, and nearby Williamstown where the engine works were established. In 1888, 140 union members were registered in the Williamstown workshops whilst two other railway unions included the Locomotive Engine Drivers (400 members) and the Railway Services Association.

These trade unions included a wide range of artisans who provided extremely skilled services to their state. An example of their craft is the "Norman" car below. This carriage is a fine example of late 19th century railway coachbuilders' art. It was built in 1890 at Newport Workshops as one of a pair of sleeping cars. Originally named "Perseverance" this car was 75 feet long with a half-domed roof, and was quite different from other Victorian passenger carriages. It was used initially in the south-west of Victoria. In 1921 it became the "Norman" carriage after a former commissioner of the railways. It has been rebuilt at least twice and used for state and Royal occasions. It entered the Railways Museum in 1963.



'Norman' car.

# RAILWAY CARRIAGE AND WAGON BODIES

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## CARRIAGES

### CONSTRUCTION OF CARRIAGE BODIES

**General Construction.**—The bodies of railway carriages are constructed chiefly of wood, and they rest on underframes which are made of either wood or steel, according to the type of carriage. The common form of railway carriage is constructed much on the same lines as a closed road vehicle such as a brougham, each compartment being entered from either side. This is the most economical arrangement so far as seating accommodation is concerned, and more passengers can be carried in carriages of this type than in others of the same length and width that have doors at the ends only. This is an important consideration on railways having a large amount of suburban or local traffic. For long-distance journeys a more elaborate form of construction is adopted, with a view to providing more comfort and greater convenience for the passengers.

**Classification.**—Railway carriages may be divided into two groups; those used for the conveyance of passengers, and those used for parcels and miscellaneous traffic. The first group includes what are known as first-, second-, and third-class carriages, according to the accommodation provided in the various compartments of which it is composed. On the majority of the

railways in the United Kingdom, the use of second-class carriages has been discontinued, only first- and third-class passengers being now carried. When a carriage is composed of both first- and third-class compartments it is known as a *composite carriage*, and if a brake compartment is provided for the use of the guard the terms *first- or third-class brake*, or *composite brake*, are used. The term *coach* is often applied to a carriage by railway men.

The descriptive names applied to railway carriages sometimes refer to the number of wheels on which the carriage is supported. For example, a carriage consisting entirely of first-class compartments and resting on an underframe having six wheels, three on each side, is spoken of as a *six-wheeled first-class carriage*.

Sometimes the underframe rests on two small trucks, called *bogies*, to which the wheels are attached; in such cases the term *bogie* would be included, as in the expression *bogie composite carriage*. Carriages that have a passage extending from one end to the other, partitioned off from the compartments, are known as *corridor carriages*; and those in which lavatory accommodation is provided are called *lavatory carriages*. The term *saloon* is applied to various types, the ordinary first- or third-class saloon being open from end to end, with seats along the sides and across the ends and, sometimes, a table down the middle; these are also known as *private, or travellers', saloons*. *Dining saloons* are provided with dining tables and a fully equipped kitchen. A *sleeping saloon* comprises a number of compartments, or berths, each of which is fitted up with a spring bed and provided with toilet requisites for the convenience of passengers on long journeys. Special compartments are provided for invalids, for whom the ordinary compartment would be too confined; these are called *invalids' compartments*.

*Electric carriages* are chiefly used for underground and suburban traffic. These carriages are connected together by gangways and are usually shorter in length and lower in height than ordinary carriages, owing to the frequency of the curves and the low tunnels through which they have to pass. *Steam trailer carriages* are used by railway officials for inspection purposes, and in some places they are used for passenger traffic on