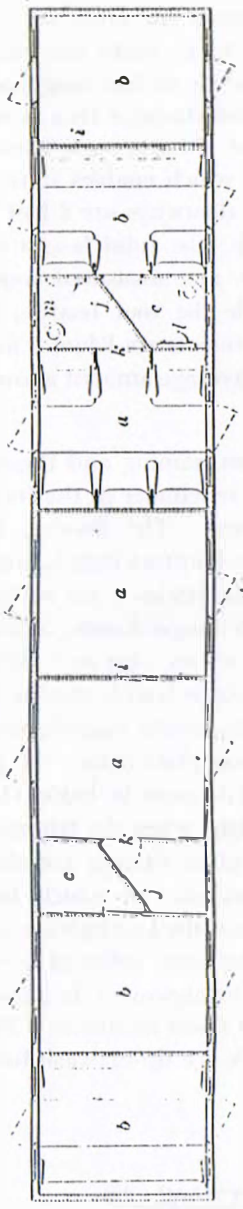


(a)



(b)

FIG. 22

three compartments *a* for first-class passengers, and four third-class compartments *b*; there are also four lavatory compartments *c*. The body is 56 feet long and 8 feet 6 inches wide, and rests on a steel underframe *d* that is supported on a *four-wheeled bogie e* at each end. Each bogie is connected to the underframe by a central pin, which enables it to pass readily round curves on the line. The doorways are 6 feet 1 inch in height and 2 feet 2 inches in width; the total height of the body on the centre line of its width, and measured from underneath the bottom framing to outside the roof boards, is 8 feet 11½ inches. The first-class compartments are 1 foot 3 inches longer than the third-class; this is the average amount allowed on all railways for extra comfort.

The bottom framing and the cant-rails are usually made of pitch pine, the remainder of the framing, including the pillars, being made of teak. The flooring is double, with the space between the top and bottom boards filled in. Referring to Fig. 32, the panels *f* and the fascias *g* are mahogany; the elliptical roof *h* is made of ¾-inch tongued-and-grooved deal boards, supported on flat roof irons set on edge and sitched. The partitions *i* are also made with ¾-inch boards similar to those used for the roof. When the boards have been fixed in position they are strengthened by screwing an iron plate across the partition, from one side to the other; this plate must be below the top of the squab, so that it will be out of sight when the trimming is completed.

The seats and other fittings are shown in one portion of the carriage, the remainder of which is similarly provided. The partitions *j* between the lavatories are set at an angle, as shown, extending from the hinge pillar of one door to the hinge pillar of the other. This arrangement is adopted in order to make the most of the small space available. Each lavatory is fitted with a door *k*, and inside is a tip-up wash basin *l* and a water-closet *m*.

### Reference:

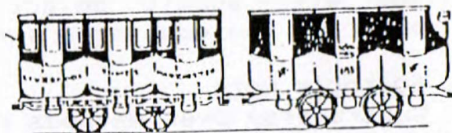
Railway - Carriage &  
Wagon Bodies, ICS  
Reference Library,  
London, undated



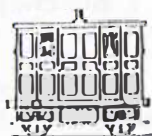
## Some Historical Examples of British Rolling Stock



1826.—The first carriage used by the Stockton and Darlington Railway Co. It ran on rails but was drawn by horses.



1831.—Liverpool and Manchester Railway was the first to provide trains of passenger coaches drawn by steam locomotives.



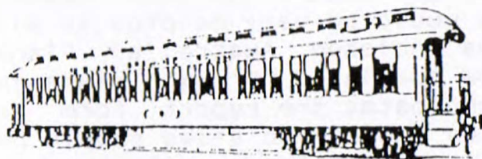
1837.—A typical sixteen-seat coach of the Bodmin and Wadebridge Railway. Some of these coaches continued to be used until 1889.



1839.—Manchester and Leeds third-class. An open truck with no seats. Holes in the floor allowed rainwater to drain away.



1850.—In 1844 it was enacted that at least one train per day each way must provide third-class passengers with full protection.



1876.—Pullman cars were first introduced by the Midland Co. in 1874 and an additional charge was usually made for their use.



Great Central Railway.

Reference:

The Pumpy Book of  
Railways of The  
World, Sampson low,  
London, undated.

## Letters To The Editor

Restoration of Planes - John McDonald, Canberra ACT  
 In response to Richard Davidson's article on Moulding Planes (Volume 2, No.4) I will take the time later to reply to the rather alarming "restoring" of antique tools and will submit an article on my preferred method of ensuring the continued survival of old tools.

### Editor's Note

Controversy over methods of restoration as well as their applicability is to be expected, and I hope other members will share their views and favourite techniques.

Australian Tools - Ray Ingold, Camp Hill, Queensland  
 As a follow-up to Bob Crosbie's letter (Volume 2 No.4) I have an adze in my collection which I purchased in the Sydney area eight years ago. The adze is a shipwright's style with an incuse stamp as below. I guess the Aitken and Son on Bob's plane is the same or related in some way to my T. Aitken. I hope this adds another piece to the Australian tool puzzle.

T. AITKEN & SONS  
 SYDNEY  
 T. A.  
 1900.

### Australian Plane Survey

I am undertaking a survey of all Australian made planes (both wooden and metal). It would be very helpful if all members would complete the enclosed Australian Plane Report. One report should be completed for each plane in your possession. Please photostat the report form as necessary. Even common planes and common sizes should be recorded to give some idea how common they really are.

Please return the completed reports to Frank Ham,  
 1

The information gained will be analysed and summarised, and the results circulated to members.

Frank Ham

# Australian Planemakers

## SOME INFORMATION AND NOTES ON HAND TOOLS MADE IN AUSTRALIA

David L.Gough  
28th June 1990

The following information was supplied by Mr W.E. Hoss of Stanley Works Pty. Ltd. Victoria.

### FALCON/POPE

This plane was marketed by Pope Products Ltd. an Adelaide based manufacturer of white goods, garden sprays, irrigation equipment and lawn mowers. The company was founded by Barton (later Sir Barton) and Harley Pope who built the company into a very substantial organisation and subsequently sold it to the Simpson organisation which still manufactures white goods and stores under the Simpson brand.

When I say that the Falcon plane was marketed by Pope they may also have assembled it and produced some componentry in their own factory but some, if not most, of the parts were sub-contracted out to small engineering firms. I think they only produced a No. 4 and No. 5 size. As I recall it was a so-so copy of a Stanley, produced shortly after World War 2 with the obvious aim of positioning the Pope name as an Australian hand tool manufacturer. At a time when English and American imports were scarce, the opportunity to do this certainly existed but the Falcon didn't last long, mainly, I think, because of quality and the increasing availability of U.K. and U.S.A. imports as import restrictions eased.

I should also mention the Turner brand which was made by Turner Manufacturing/Turner Industries, a company which The Stanley Works bought out in 1970 or

thereabouts. Turner started out in the 1930's with a small range of hardware such as handles and knobs for cupboards and grew quite impressively during the following 25 years. At various stages they expanded through door furniture, hand tools, scissors, washing machines and dryers, motor mowers and a wide range of other hardware items.

The Turner plane was a Stanley look-alike, but featured translucent red plastic handles and knobs which looked rather peculiar although distinctive.

Until 1963 Stanley tools were handled as an agency line by a Melbourne firm named Slade Allen & Co. although some large distributors imported them direct from U.K. and U.S.A. Shortly after World War 2, the Chifley government negotiated with B.H.P. to commence manufacture of a small range of hand tools under the Titan brand, for two reasons.

One was to give birth to an Australian hand tool manufacturing industry and the second to provide work for repatriated Tasmanian ex-service men. This was undertaken and expanded successfully until the early 1960's when The Stanley Works sought an Australian partner to consolidate activities. This resulted in a B.H.P.-Stanley joint venture which brought about the formation of Stanley-Titan Pty Ltd the company which acquired Turner Industries. This proved to be a most successful partnership which continued until the mid 1970's when Stanley bought out the B.H.P. interest and continuing to operate today as The Stanley Works Pty Ltd., wholly owned by the U.S. parent company.

Titan manufacturing continues to operate as a B.H.P. subsidiary involved in the manufacture of nails, staples, wire, barbed wire and chain fencing.

The Stanley program of acquisitions continued by